



Alameda Point 2010 Community Forums

Summary Report

March 2011

ARRA
Alameda Reuse and
Redevelopment Authority

in collaboration with

**City
Design
Collective**

Contents

Introduction	i
Executive Summary	1-4
1. Land Use	5-12
2. Building Types and Neighborhood Character	13-16
3. Parks and Open Space	17-20
4. Historic Character, Preservation and Adaptive Reuse	21-24
5. Transportation and Mobility	25-30
6. Community Benefits and New Ideas	31-36

Appendices Bound Under Separate Cover

Appendix A. Workbook and Online Survey Results

Appendix B. A Resident's Concept for the Northwest Territories

Introduction

This report summarizes the major conclusions from a series of community planning opportunities that began in November 2010 and ended in February 2011. The workshops provided opportunities for the community to discuss a range of topics that need to be considered in the preparation of a plan for the redevelopment and reuse of Alameda Point, 918 acres of the former Naval Air Station Alameda (NAS Alameda). The opportunities included four community workshops, an online workbook, a series of discussions with the City of Alameda Boards and Commissions, and a forum with the commercial tenants at Alameda Point. All of the workshops and discussions were organized around a Community Planning Workbook (Workbook) that was designed to focus community discussion on six major topics that need to be addressed in a plan for Alameda Point.

The primary purpose of the community planning process and this Summary Report is to assist the community and its elected and appointed bodies in designing a process to create a vision and plan for Alameda Point. The major findings and conclusions described in this Summary Report are intended to assist the community in exploring difficult trade-offs that will need to be resolved before a plan and range of alternatives can be prepared. These findings and conclusions are not intended to be used to draft a plan.

Lastly, it should be understood that this Summary Report was written by the City staff that organized and staffed the workshops, and reflects staff's observations and findings from a series of discussions and materials including:

1. The discussions that occurred at the individual tables at the workshops.
2. The discussions that occurred at a variety of Board and Commission workshops.
3. Written material submitted by the community, including completed workbooks and online workbooks.

Staff encourages and appreciates all community feedback on this Summary Report because it will be essential to designing the next steps of a successful planning process.

The Summary Report includes:

Executive Summary. An Executive Summary of the major findings from the community workshops and discussions, including a summary of areas of both agreement and disagreement. The material is organized according to the sequence of the sections in the Workbook:

- a. *Land Use:* What is the right mix of recreational, cultural, educational, housing, service, and employment uses at Alameda Point?
- b. *Building Type and Neighborhood Character:* What should new buildings and neighborhoods in Alameda Point look like? Where should new buildings be located?
- c. *Parks and Open Space:* How should parks and open space be designed to improve the lives of all Alameda residents?
- d. *Historic Character, Preservation and Adaptive Reuse:* How should the City honor and preserve the history of the former Naval Air Station?
- e. *Transportation and Mobility:* How should people travel to and from Alameda Point?
- f. *Community Benefits and New Ideas:* Which community benefits are the most important? What are the Community's additional ideas for Alameda Point?

Detailed Summaries by Topic. A detailed summary and discussion of the findings from each of the six major sections of the Workbook. The material is presented in the same sequence as the Workbook and the Executive Summary.

Appendices. A complete summary of feedback from the workshops and online Workbook, minutes from the Boards and Commission meetings, and copies of all other feedback provided by the community:

- a. *Appendix A. Workbook and Online Summary Results:* this section includes most, but not all, of the written comments from community participants that completed the Workbook in person or online.
- b. *Appendix B. A Resident's Concept for the Northwest Territories.*

Executive Summary

Executive Summary

1. Land Use

Goals and Objectives

The goals and objectives included in the City Council adopted 1996 NAS Community Reuse Plan (Reuse Plan) and the 2003 Alameda Point General Plan Amendment (Alameda Point GPA) remain valid. Although many years have passed since the City Council adopted the Reuse Plan and Alameda Point GPA, the community aspirations for Alameda Point articulated in these two documents generally continue to reflect and represent the community's vision for the reuse and redevelopment of Alameda Point.

A Mix of Uses

The community generally agrees that the redevelopment and reuse of Alameda Point should include a variety of mixed-use, transit-oriented districts that provide jobs, affordable housing, and passive and active public open spaces and facilities.

Amount of Development

Although there is general agreement on the types of development to be developed at Alameda Point, there is disagreement about the amount of development that should be allowed. Specifically, there is disagreement within the community about how many housing units are necessary to create a financially sustainable, mixed-use, and transit-oriented development that can be served adequately by the citywide transportation system.

Land Uses by District

There is significant agreement about the types of land uses that should be allowed in each of the various sub-areas within Alameda Point.

2. Building Types and Neighborhood Character

Diversity and "Alameda Style" Districts

The goals of the Reuse Plan and Alameda Point GPA, which state that new development at Alameda Point should architecturally, aesthetically, and functionally reflect Alameda's existing unique neighborhoods and districts, is still a widely accepted and supported concept. "Homogenous," suburban-style new development is generally considered undesirable.

Mixed-Use Buildings

Consistent with General Plan policies for mixed-use, transit-oriented development at Alameda Point, the Alameda community supports mixed-use buildings, provided they are well designed and appropriately placed within the fabric of the community. One participant wrote: "While I am a ranter against more apartments, this is a great model for Alameda. More of this please," in reference to images of mixed-use buildings in the Workbook.

Multi-Family Housing

Although many respondents agreed that a diversity of housing types should be provided (e.g., single family homes, duplexes, in-law units, town houses and small apartment buildings) in order to create a transit-oriented, architecturally diverse "Alameda-style" mixed-use development, a few participants disagreed and argued that only single-family homes should be allowed.

Building Heights and "Signature Buildings"

Differences of opinions exist on the issue of building height and "signature buildings" (i.e., a large or tall building designed to make an architectural statement or create a unique architectural presence).

Executive Summary

3. Parks and Open Space

Open Space Framework

The parks and open space network originally established in the Reuse Plan, adopted in the General Plan and then further refined in the 2006 Preliminary Development Concept (PDC) open space framework plan is widely agreed upon.

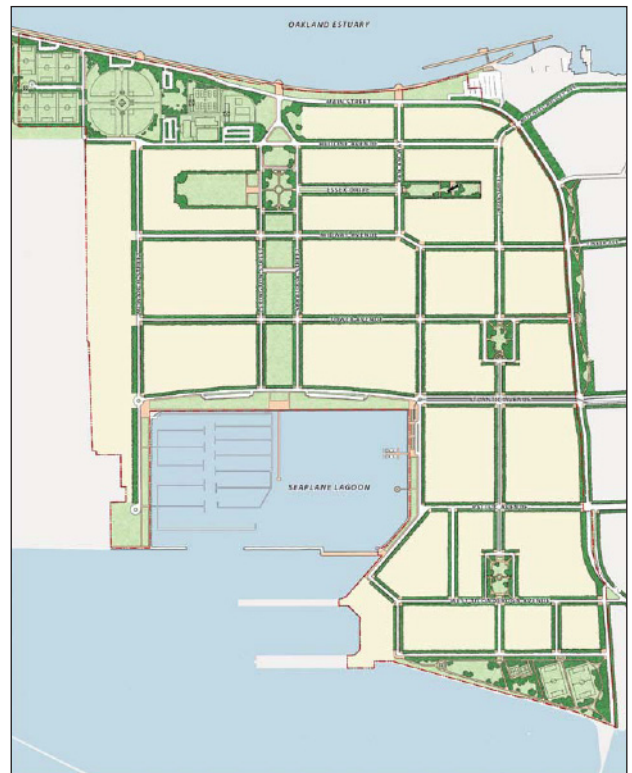
Open Space Principles

The community also remains in support of the principles that the open space network should provide:

- (1) linkages between uses and spaces, and the rest of the City;
- (2) a diversity of park types and uses; and
- (3) excellent access to the waterfront.

Open Space Priorities

If trade-offs and compromises are necessary to achieve financial feasibility, there appears to be a general consensus that passive recreational facilities (trails, paths, promenades) and habitat conservation areas are a higher priority than active recreational facilities, new marinas and new ferry terminals.



2006 Preliminary Development Concept Open Space Plan

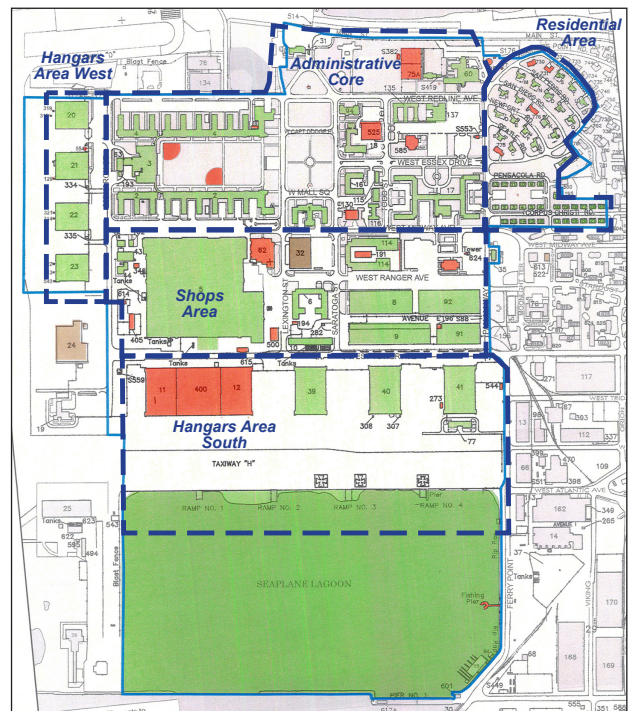
4. Historic Character, Preservation, and Adaptive Reuse

Support for Historic Preservation If Financially Feasible

Participants agree on the importance of retaining and preserving as much of the former NAS. Alameda's historic district as is financially feasible. However, there are significant differences of opinion about the importance of preserving all of the 90+ buildings, structures and features in the Historic District.

Priorities for Historic Sub-Areas and Buildings

Participants generally identified the Administrative Core, Residential Area, and the Hangars Area West sub-districts as the most important to maintain.



2010 Historic District Update

Executive Summary

5. Transportation and Mobility

Traffic Congestion is Top Concern

The primary transportation concern is traffic congestion, resulting from new development at Alameda Point. The community generally agrees that addressing peak hour congestion at the Webster and Posey Tubes is the highest priority, followed closely by addressing peak hour congestion at the other crossings. Congestion along the major corridors, while also a priority for the community, was less important than addressing the Tubes and bridges.

Connections to BART and San Francisco a Preferred Strategy

Proposed solutions from the community emphasized providing a transit system to BART and San Francisco with faster travel times than an automobile to address congestion. The community identified the need to provide bus or shuttle services from Alameda Point to BART as the most important strategy, with express buses to San Francisco as a lesser, but still important strategy.

Ferry Service Strategies Less of a Priority

While increasing ferry service to San Francisco was also identified as a priority, it was rated below the need for bus services to BART and San Francisco, and the participants had mixed opinions on the traffic benefits associated with relocating the ferry terminal to the Seaplane Lagoon.

Pedestrian and Bicycle Improvements Integral to Development

Pedestrian and bicycle improvements should be an integral design element of the Alameda Point development to encourage alternative transportation options for travel within Alameda Point.

Financially Self-Sustaining Strategies

Providing transportation services and facilities that are financially sustainable and not dependent on outside federal, state or regional funding for construction or maintenance was also a priority for the community.

Effective Transportation Strategies

Although many agreed on the strategies that should be employed to reduce the impact of development at Alameda Point on the Citywide transportation system and to encourage trips from Alameda Point to remain within Alameda Point, others questioned the effectiveness of these transportation strategies.

6. Community Benefits and New Ideas

Community Benefits

In response to the questions posed in the Workbook and the community forums, the community benefits may be ranked as follows:

1. Passive and active open space;
2. Affordable housing and historic preservation;
3. Branch Library; and
4. A new Ferry Terminal, a new Marina, and a new Sports Complex.

New Ideas

As part of the community engagement process and Workbook, participants were given the opportunity to provide any additional thoughts or “new ideas” for Alameda Point. Many new ideas, not explored elsewhere in this Summary Report, were provided and can be generally grouped according to the following topics: energy and water; farm and food; Northwest Territories and VA facility; public facilities; economic development; transportation; and planning and development process.

1. Land Use

Prior Plans - Strengths and Weaknesses

Land Uses by Sub-District

Prior Plans - Strengths and Weaknesses

The following provides a summary of the community input provided on the strengths and weaknesses of the prior plans for Alameda Point organized by theme. The previous plans described in the Workbook and discussed in the community forums included the Reuse Plan, the Alameda Point GPA, the PDC, and the 2010 SunCal Measure B plan (Measure B Plan).

A Mix of Uses

Employment and Economic Development

The community agrees that job generation and economic development must remain primary objectives for the Alameda Point plan. Many believe that job generation should be the primary and most important land use objective. There is strong support for job creation at Alameda Point, specifically “green” industries, clean energy production, craft, art, and production-type industries, and visitor-serving businesses. Although every plan prepared since the Reuse Plan proposed a mix of land uses, including job generating uses, the community generally expressed the feeling that the original Reuse Plan’s strong emphasis on job generation and job replacement must be re-emphasized in the new plan for Alameda Point.

Of all the prior plans, the Reuse Plan called for the largest amount of non-residential development with 5.5 million square feet of commercial, employment-generating uses at Alameda Point. The Alameda Point GPA called for only 2.3 million square feet of employment uses. The Measure B Plan and the PDC called for less than the Reuse Plan, but more than the Alameda Point GPA.

Many community members also emphasized that traffic generated from job-generating uses would be a “reverse commute” traffic flow in Alameda (entering Alameda in the morning and leaving in the evening), which is the direction that Alameda has additional traffic capacity. Therefore, traffic generated by job creation would have less of an impact on the rest of Alameda relative to traffic generated by new housing at Alameda Point.

The community also felt that the economic development strategy for Alameda Point must embrace and support both new buildings for new businesses and an aggressive adaptive reuse strategy for the historic buildings. Concepts for a more aggressive leasing strategy for certain historic buildings were also supported.

Housing and Mixed-Use Development

The objective for transit-friendly, mixed-use, pedestrian-oriented neighborhoods contained in the Reuse Plan and Alameda Point GPA is still strongly supported within the Alameda community. The participants generally agreed that the redevelopment and reuse of Alameda Point should include a variety of mixed-use, transit-oriented districts that provide jobs, affordable housing, and passive and active public open spaces and facilities. Almost all agreed that districts and neighborhoods should be designed to be walkable with mixed-use “neighborhood centers” providing essential services and small shops. Support for additional market rate housing is mixed.

Amount of Development

The greatest single issue of disagreement within the community is how much housing should be allowed to: a) create sustainable mixed-use, transit-oriented districts; b) generate revenue; and c) maintain the integrity of the citywide transportation system. The question of how many housing units to allow at Alameda Point is the central question to be resolved in a new plan for Alameda Point.

A few participants argued for no new housing at all or a small amount of housing (less than 1,000 units total). Many others felt the Reuse Plan proposal for about 1,650 units would be adequate. A number of others felt that the Alameda Point GPA for 2,000 units was an appropriate number of units. Still others expressed that in order to be a truly transit-friendly, mixed-use development, the plan should have more than 2,000 units, but not as much as the 4,845 units proposed in the Measure B Plan. Many felt that the Measure B Plan proposal for 4,845 units was probably too many units, given Alameda's limited access across the Estuary.

As an illustration of the diversity of opinions regarding the number of units that should be allowed at Alameda Point, the results of an informal vote of the 21 participants at one of the "Land Use" discussion tables at the December 8th Community Planning Workshop conducted at the request of a participant are presented below. When asked to identify their preferred number of housing units for Alameda Point, the tally was as follows:

- Two voted for an "organic" development without a specified number, but it would be a number lower than the Reuse Plan and would focus on reuse of existing buildings as housing;
- Three voted for the Reuse Plan;
- Five voted for the Alameda Point GPA or PDC;
- Nine voted for a number between the Alameda Point GPA and the Measure B Plan, provided that the plan included a diversity of housing types similar to the Measure B Plan; and
- Two voted for the number of housing units in the Measure B Plan.

While the community disagrees on the total number of units to allow at Alameda Point, the community does generally agree that determining the total number of housing units is the critical issue to resolve as a community.

A Diversity of Housing

There is a great deal of concurrence that once the number of total housing units permitted is determined, the housing that is built within this "cap" should include a wide variety of housing types, including single-family homes, duplexes and "duets", town homes, row houses, and small apartments houses similar to what is found in many existing Alameda neighborhoods. As with most issues, there are also some who disagree. A small number of participants argue for a plan that allows only single-family homes, but it appears these participants are doing so because they assume that a plan that allows multi-family homes implies more units (and therefore more traffic) than a plan that allows only single-family homes.

There is also general agreement that higher density building types should be located as close as possible to transit, retail, jobs, and other services and facilities to minimize the need for automobile trips.

The policy that new mixed-use areas and neighborhoods should "look and feel" like existing Alameda mixed-use neighborhoods is still supported. Workshop attendees at the Land Use tables generally agreed that if the State and local Density Bonus laws can be used to allow for waivers from the multi-unit prohibition in Alameda, then those waivers should be exercised to create transit-oriented, pedestrian-friendly, mixed-use communities, similar in scale to typical Alameda neighborhoods and mixed-use areas. It should be noted that the question regarding use of State Density Bonus at Alameda Point was discussed at the workshops but not in the Workbook.

Factors to Consider when Deciding Amount of Development

Confronting Trade-offs

There is general agreement that the amount of development allowed at Alameda Point will affect: the amount of traffic generated by the project, and the amount of revenue generated by the project to fund public facilities and services, maintain and preserve historic buildings, and make the necessary improvements to the existing deteriorating infrastructure. Most participants understand that developing a plan for Alameda Point will require balancing these factors and making difficult trade-offs.

Sustainable Development

The Alameda community seems to agree that the Alameda Point plan must be an environmentally sustainable plan. Most seem to understand that the plan must address:

- Sea level rise.
- Greenhouse gas emission reductions through construction requirements, trip reduction strategies, and mixed-use land use patterns to reduce automobile trips.
- Energy generation and use, including potential solar farms, wind turbines, and other forms of on-site energy generation are all strongly supported, provided that there is not an impact on endangered species.
- “Green Infrastructure,” to the extent practicable and feasible.
- Adaptive reuse of existing buildings to the extent feasible to reduce new construction and demolition waste.
- Water use strategies.

Land Use

Land Uses by Sub-District

Although the review of past plans generated significant discussion and disagreement about how much development to allow at Alameda Point, the community found a lot of consensus about the types of land uses that should be allowed in each of the sub-areas of Alameda Point outlined in the Workbook.

Plan Area A

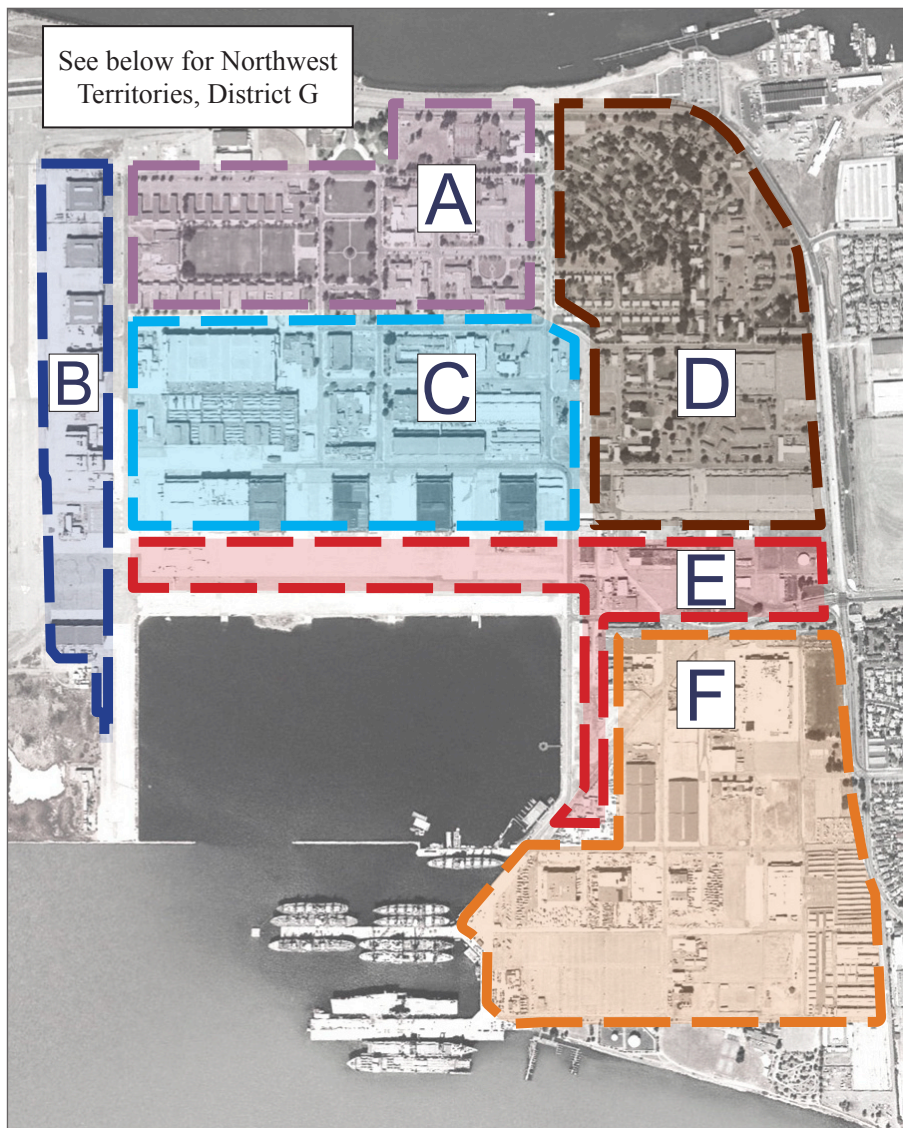
Referred to as the “Administrative Core” sub-area within the NAS Alameda Historic District (Historic District), this area includes the heart of the Historic District, the central green “mall” and “parade grounds”, theatre, church, several administrative buildings including City Hall West, and two large vacant dormitory buildings: the Bachelors Officers’ Quarters (BOQ) and Bachelors Enlisted Men’s Quarters (BEQ) for a total of 13 contributing buildings. The sub-district includes a northern shoreline of the Oakland Estuary and views of the Port of Oakland, the Oakland hills and the San Francisco skyline. On its eastern edge, it borders the “Big Whites” Navy officer single-family homes.

Preferred Uses

Most participants agreed that Plan Area A is an area where adaptive reuse of existing buildings is a priority, and opportunities for new construction are relatively limited. Uses that are most appropriate for this area are parks and open space, cultural and entertainment, civic uses and schools, live work, offices, hotels, multi-family housing, mixed-use (residential units over commercial), and some limited single-family homes.

Least Preferred Uses

The following uses did not receive significant support in Plan Area A: light industry, maritime uses (boat repair, storage, etc.), renewable energy farms, and urban agriculture and community gardens.



Land Use

Plan Area B

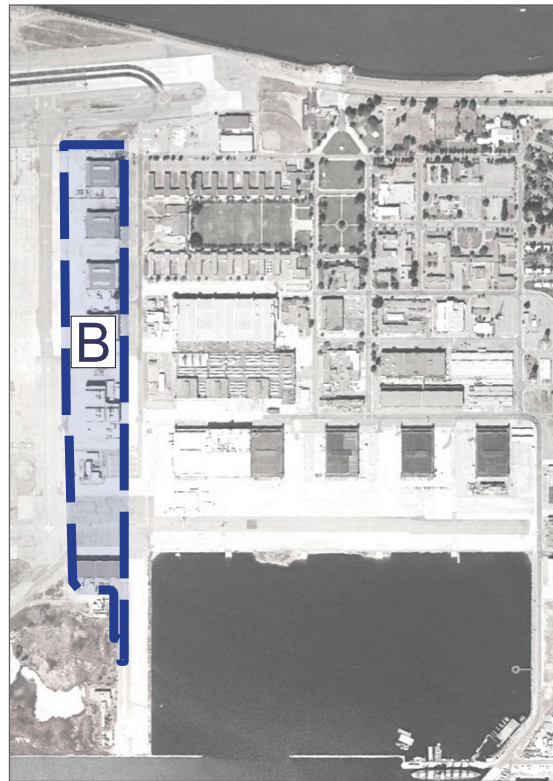
At the western edge of the developed portions of the former NAS Alameda, Plan Area B includes the series of smaller airplane hangars and large warehouse buildings adjacent to the former runways, the endangered least tern colony, and the best views of San Francisco. Most of the eight major buildings in this district are currently leased, and the four major hangars (Buildings 20, 21, 22, and 23) are important contributors to the Historic District. New construction in this area is severely limited by the 1999 Biological Opinion (BO) to minimize impacts to the Least Tern Colony.

Preferred Uses

Most participants agreed that adaptive reuse of the existing buildings with existing and new uses and limited new construction consistent with the BO is appropriate in this area. Uses that are most appropriate in this area include light industrial, beverage manufacturing and distribution, tasting rooms, renewable energy facilities, cultural and entertainment, parks and recreation, retail and services, and office/workplace uses.

Least Preferred Uses

The following uses did not receive significant support for Plan Area B: single-family residential, multi-family residential, live/work, lodging, mixed-use (residential over commercial), civic uses, and schools.



Plan Area C

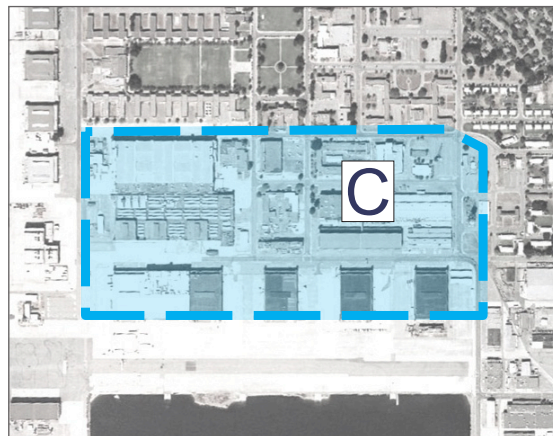
Plan Area C includes the area referred to as the “shops” area of the Historic District. The area includes a variety of former Navy warehouses and industrial facilities as well as a row of five 120,000-square-foot hangars. The area includes the Alameda Point Collaborative (APC) administrative facilities, the Naval Air Museum, a firehouse, the Bladium Sports Club and short-term warehousing and film production leases. Plan Area C is also home to the 1-million-square-foot, vacant Building 5.

Preferred Uses

Participants seemed to agree that Plan Area C should include a variety of employment uses including light industry, office and warehouse uses, retail and services, renewable energy facilities, and live/work. Mixed-use (residential over retail), multi-family residential uses, cultural and entertainment, civic uses, lodging, and parks and recreation are also potentially appropriate in this area. Generally, any buildings that are financially feasible to adapt and reuse should be used if possible, but new construction is also generally supported in this area.

Least Preferred Uses

Single-family residential uses and urban agriculture and community gardens did not elicit much support in this area.



Land Use

Plan Area D

Plan Area D is located in the northeast corner of the former NAS Alameda adjacent to the Main Street Ferry Terminal, the Coast Guard and Bayport neighborhoods. The area includes the ‘Residential Area’ of the Historic District, APC’s 200 units, the former officer family housing known as the “Big Whites,” the Admiral’s House, and a number of other single-family and multi-family structures, as well as a large number of vacant warehouses and the vacant, former “PX” building.

Preferred Uses

Plan Area D is an area for residential use (single-family and multi-family), parks and recreation, urban agriculture and community gardens, and civic uses and schools. Some in the community also believe that the area could accommodate neighborhood-serving retail and services, mixed-use (residential over retail or small office) and live/work. A few also thought that small lodging and/or museums and entertainment venues could be accommodated in this area.



Least Preferred Uses

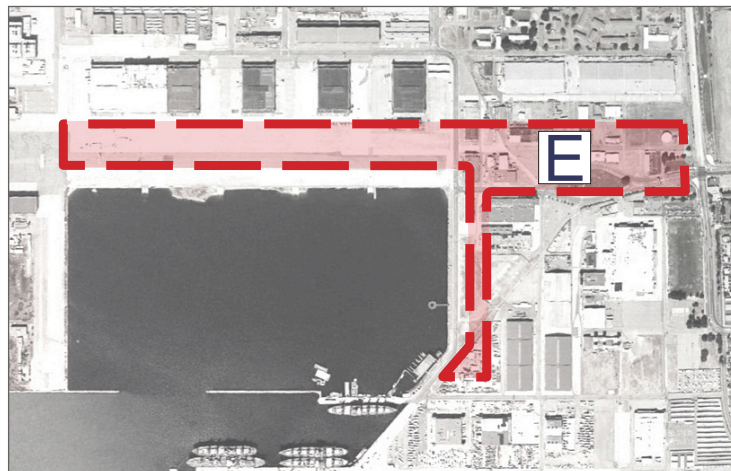
Generally, participants felt that the following uses would not be appropriate in Plan Area D: workplace and office uses, light industrial, maritime uses (boat storage, etc.), and renewable energy facilities (solar farms).

Plan Area E

Plan Area E includes the lands that face the Seaplane Lagoon and the major entry to the former Base at West Atlantic Avenue. These lands are not currently occupied.

Preferred Uses

Plan Area E lands should be dedicated to waterfront open space and recreation, maritime-related uses, visitor-serving retail and services, cultural uses and entertainment, and lodging. Some felt that office and workplace uses, and even some multi-family housing, could be accommodated in the areas that are not restricted to State Lands limitations, as State Lands may not be used for residential purposes.



Least Preferred Uses

Generally, participants felt that the following uses would not be appropriate in Plan Area E: single-family residential, live/work, civic and schools, light industrial, renewable energy sources, and urban agriculture and community gardens.

Land Use

Plan Area F

Located in the southern area of the former Base, Plan Area F fronts onto the Seaplane Lagoon and the MARAD Fleet to the west, the San Francisco Bay and “Enterprise Park” to the south, and the Main Street neighborhoods and Encinal High School to the east. The area is not within the Historic District.

Preferred Uses

Plan Area E lands should be dedicated to waterfront open space and recreation, maritime-related uses, visitor-serving retail and services, cultural uses and entertainment, and lodging. Some felt that office and workplace uses, and even some multi-family housing, could be accommodated in the areas that are not restricted to State Lands limitations. State Lands may not be used for residential purposes.

Least Preferred Uses

Generally, participants felt that the following uses would not be appropriate in Plan Area F: single-family residential, live/work, civic and schools, light industrial, renewable energy sources, and urban agriculture and community gardens.



Plan Area G

Commonly referred to as the Northwest Territories, this area is restricted to uses consistent with State Lands. Plan Area G currently hosts the monthly Antiques by the Bay, and Mythbuster productions and provides unparalleled views of San Francisco and the Bay. The area is not within the Historic District, but new construction is limited by the wildlife buffer restrictions to protect the endangered Least Tern.



Preferred Uses

Area G should provide lands for parks and recreation, renewable energy facilities, urban agriculture and community gardens, and maritime uses. There is also strong support for continued use of the land for large-scale public events such as the Antiques by the Bay, and for temporary commercial use, such as the Mythbuster's television show. A plan by Alameda resident Richard Bangert for Plan Area G is attached as Appendix C.

Least Preferred Uses

Among workshop participants, the following uses received little to no support: single-family housing, multi-family housing, live/work, lodging, mixed-use, retail, civic and schools, cultural and entertainment, office workplace, and light industrial.

2. Building Type and Neighborhood Character

Building Types and Neighborhood Character

The following provides a summary of participant views about different building types that should be allowed at Alameda Point and the character of future neighborhoods at Alameda Point.

Diversity and “Alameda Style” Districts

The goals of the Reuse Plan and Alameda Point GPA, which state that new development at Alameda Point should architecturally, aesthetically, and functionally reflect Alameda’s existing unique neighborhoods and districts, is still a widely accepted concept. “Homogenous” suburban style new development is generally considered undesirable. There is agreement that existing buildings should be adaptively reused, if possible, to reinforce and enhance the unique character of Alameda Point. An overriding theme that runs through many of the comments is that new buildings to house a variety of new uses should be provided at Alameda Point, but design excellence is essential to success.

Diverse Districts and Neighborhoods

There is general agreement that the character of the development (and amount of new construction) will differ from sub-district to sub-district depending on the historic resources in each sub-district, and the proximity of the sub-district to the wildlife sanctuary, the Main Street neighborhoods, and the waterfront. Reuse of existing buildings whenever feasible is generally accepted as a positive strategy to reinforce and enhance the unique character of Alameda Point. Participants also consistently stated that all sub-districts and neighborhoods should be designed to be “walkable” and not “auto-dominated.”

Building Types

Office and industrial flex Buildings

Office and industrial flex buildings were identified as appropriate for Alameda Point. They should generally be designed to “fit in” and blend with the surrounding architecture. Some cautioned against development of a large number of office buildings for speculative development, citing the large current vacancy rates at Marina Village and other places.

Hotel, Lodging, and restaurant Buildings

Community members would like to see hotels and restaurants on the waterfront and near the transit center provided that the buildings are well designed.

Stand-Alone Retail Buildings

Participants generally agree that retail services and particularly neighborhood-serving retail services are needed at Alameda Point and that they should be located in transit-accessible locations. Stand-alone buildings with “seas of parking around them” raised some concerns within the community.



Building Types and Neighborhood Character

Mixed-Use Buildings

Consistent with General Plan policies for mixed-use, transit-oriented development at Alameda Point, mixed-use buildings, provided they are well designed and appropriately placed within the fabric of the community should be provided at Alameda Point. One participant wrote: *“While I am a ranter against more apartments, this is a great model for Alameda. More of this please.”* in reference to images of mixed-use buildings in the Workbook.

Multi-Family Housing, Rowhouses, and Stacked flat Buildings

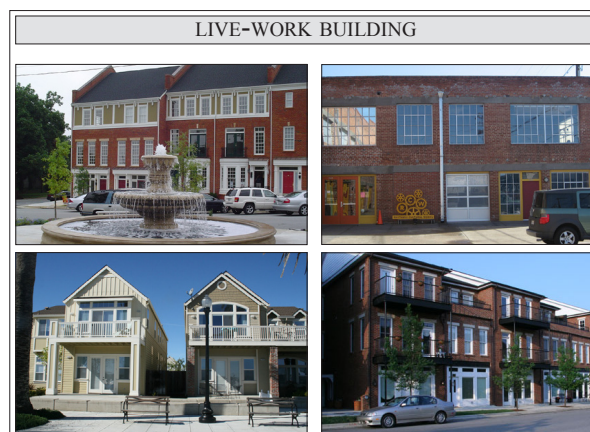
Although many respondents agreed that a diversity of housing types should be provided (e.g., single-family homes, duplexes, in-law units, town houses and small apartment buildings) in order to create a transit-oriented, architecturally diverse “Alameda-style” mixed-use development, a few participants disagreed and argued that only single-family homes should be allowed. New multifamily housing should be designed to look like similar apartment buildings in Alameda and not too tall. The community is less comfortable with row houses as a building type at Alameda Point.

Live/Work Buildings

Live/work buildings and reuse of exiting buildings for live/work should be included in the Plan for Alameda Point.

Single Family Buildings

Small lot single-family homes are generally deemed appropriate for Alameda Point, especially in Plan Area D. Large lot single family homes may also be allowed, although a number of participants questioned whether large lot homes are appropriate in a “transit-oriented” development.



Building Types and Neighborhood Character

Signature and Tall Buildings

Differences of opinions exist on the issue of building height and “signature buildings” (i.e. a large or tall building designed to make an architectural statement or create a unique architectural statement). Some respondents expressed that no building should be over two or three stories. Others believe that taller buildings (four to six stories) should also be allowed, while some believe that even a few “signature” buildings should be allowed at the waterfront (similar to the Ferry Building in San Francisco) to establish an architectural statement at Alameda Point. A few respondents simply argued for no new buildings at all. Clearly, if any taller or “signature” buildings are proposed at Alameda Point, they will need to display exceptional design in order to achieve public support.



3. Parks and Open Space

Open Space Principles

Regional Park Facilities

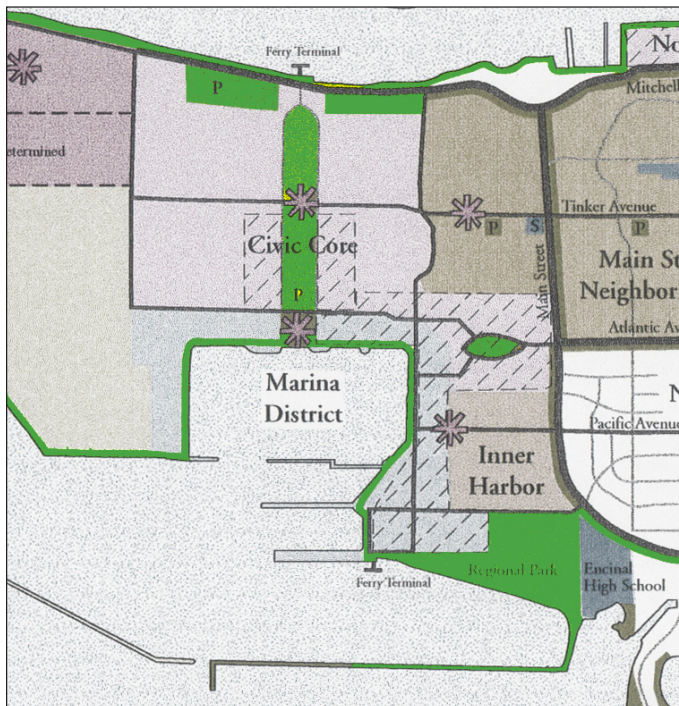
Seaplane Lagoon Waterfront Park and Promenade

Parks and Open Space

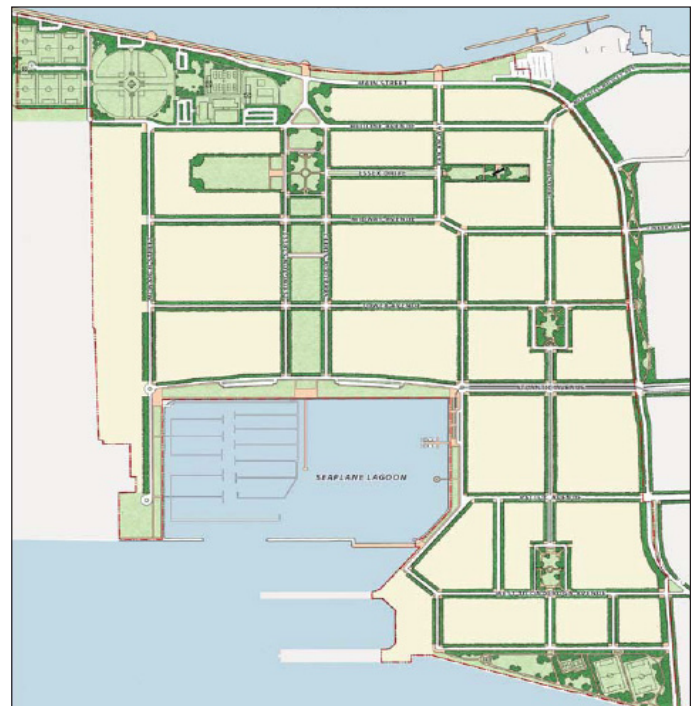
Open Space Principles

The parks and open space Framework Plan originally established in the Reuse Plan, adopted into the Alameda Point GPA and then further refined in the PDC open space framework plan should be retained in any plan for Alameda Point because it provides:

- (1) linkages between uses and spaces;
- (2) a diversity of park types and uses; and
- (3) excellent access to the waterfront.



1996 Community Reuse Plan Open Space



2006 Preliminary Development Concept (PDC)

Parks and Open Space

Regional Park Facilities

The open space network includes two large regional park facilities: the 60-acre regional park located on the northern waterfront adjacent to the Oakland-Alameda Estuary and the 25-acre Enterprise Park on the southern waterfront of the San Francisco Bay.

Within these two facilities, the community generally agreed that:

- Passive enjoyment facilities, paths, trails, picnic areas, and nature areas are the most important facilities to provide. Participants recommend partnering with East Bay Regional Park District (EBRPD) to help the City create and maintain open spaces and parks.
- Active recreational facilities, such as ball fields, courts, swimming pools, and water-based facilities (i.e., kayak and sailing facilities) were second in importance behind passive recreation and nature areas. Within the spectrum of active recreational facilities, the swim center seems to be the facility that is most desired. At least one participant claims that USA Swimming, the National Governing Body for the sport of swimming, might help fund the cost of a regional swim center.
- Disagreement in the community remains regarding the relative importance of certain types of active recreational facilities. Within the community there are strong constituencies for specific facilities, such as swimming pools, playing fields, and BMX courses. If it is determined that the land use program is unable to fund all of the desired recreational facilities, difficult decisions will need to be made about which facilities should be included in the plan or delayed until a later date when funding becomes available.
- Public gathering and event spaces (e.g., stages, outdoor amphitheaters, etc.) and community gardens were the third priority behind passive and active recreational facilities.

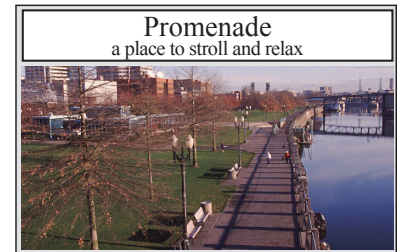
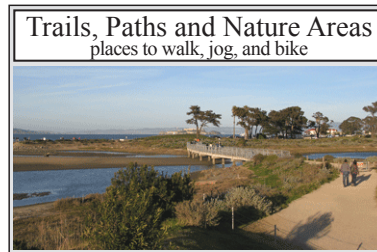


Parks and Open Space

Seaplane Lagoon Waterfront Park and Promenade

The open space network includes the Seaplane Lagoon waterfront park, which encompasses approximately 1¼ miles of waterfront. Within this future park, the community generally agreed that:

- Trails, paths, promenades, and nature areas are the most important facilities and spaces.
- Providing a mix of uses nearby (e.g., cafés, restaurants, hotels) and spaces for activities and events is important. Providing access to the water for small watercraft such as kayaks is generally agreed to be an important amenity to provide at the Seaplane Lagoon. At least one participant envisions open water swimming in the Seaplane Lagoon.
- Providing a new ferry terminal, a new marina, public art, history and educational facilities, and entertainment venues were generally the third and final priority. Many agree that the USS Hornet Museum and the NAS Museum can both contribute to creation of an interesting destination at the Seaplane Lagoon that attracts visitors from the region.



4. Historic Character, Preservation, and Adaptive Reuse

Prior Plans - Strengths and Weaknesses

Sub-Districts - Priorities and Ideas for Reuse

Historic Character, Preservation, and Adaptive Reuse

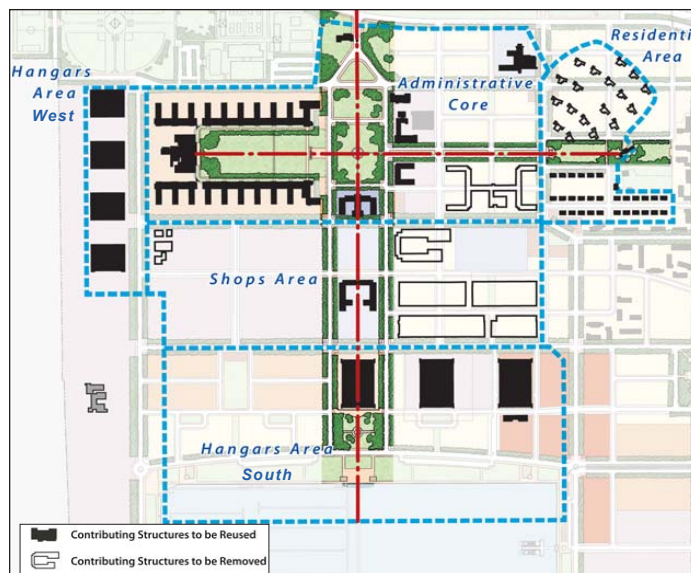
Prior Plans - Strengths and Weaknesses

The following provides a summary of the community input on the sub-districts of an NAS Alameda Historic District and on the strengths and weaknesses of the prior historic preservation plans at Alameda Point. The previous plans described in the Workbook and discussed in the community feedback included the historic preservation plans contained in the PDC and Measure B Plan. Participants also ranked the relative importance of the five individual sub-districts and proposed ideas for adaptive reuse of the buildings in each sub-district.

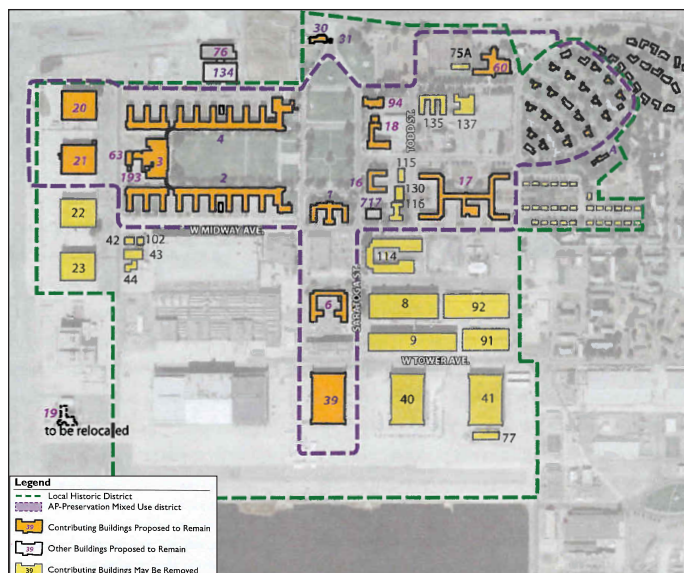
Neither the PDC's proposal to save a sampling of buildings from each sub-district, nor the Measure B Plan proposal to retain a coherent, but smaller district, received any significant support from workshop or online workbook participants. In both cases, participants found particular buildings removed that they felt should be preserved or conversely buildings that were being preserved that they felt could or should not be preserved.

Some participants wanted all historically significant buildings preserved. Some even felt that the second Workbook exercise requesting that participants rank the importance of the different sub-areas was *"unfair."* One participant stated, *"History should not be ranked."* One simply wrote: *"keep em (sic) all."*

Others argued to preserve only those buildings that are economically feasible to save. Speaking about the PDC, one wrote: *"There is no possible way you can save those buildings."* Another wrote: the *"BOQ" should be kept if economically advantageous. Not sure all hangers (sic) need to be kept; depends on economics."* Another wrote: *"There is no aesthetic or economic logic to retaining 95% of the old buildings at the Point. They were designed for a very limited and utilitarian purpose. They have served that purpose."*



2006 Preliminary Development Concept Historic District



2010 Measure B Historic District

Historic Character, Preservation, and Adaptive Reuse

Sub-Districts - Priorities and Ideas for Reuse

Although there was significant disagreement in the community about the importance of preserving all contributing structures to the Historic District, there was some consensus that the “Administrative Core” sub-district, the “Residential Area,” and the “Hangars Area West” sub-district were the highest priorities to preserve.

The Hangars Area South and Shops Area sub-districts are less important to the community than the other sub-districts. Some members of the community argue for preserving these two sub-districts for light industrial, manufacturing, film, warehousing, and entertainment/recreation uses, such as Bladium Sports Club, which currently occupies one of the southern hangars.

Administrative Core

The Administrative Core sub-district with its distinctive collection of Streamline Moderne buildings surrounding the central green mall and parade grounds is a sub-district that many agree is a high priority to preserve. Participants recommended that the area’s buildings be used for a new campus, college or summer camp or even a business park and offices. The BOQ and the BEQ should be reused for senior housing, work-live, or multi-family housing. A number of people recommended a partnership with the federal Veteran’s Affairs Department (VA), which might be able to reuse some of the buildings in this sub-district.



Bachelor Enlisted Quarters (BEQ)

Residential Area

Given this sub-district’s historic use as a residential area and the fact that most of the dwellings in the area are currently leased and occupied, most respondents felt that preserving this sub-district was important and feasible.



Officer's Housing (Big Whites)

Hangars Area West

Many participants liked the idea of maintaining and enhancing the West Hangars (current home of St. George Spirits and Rockwall Winery) as a retail, entertainment, visitor-serving, light industry, manufacturing business area. Many pointed out that : 1) all of the buildings are regularly leased and are in reasonably good condition; 2) new construction in this area is severely constrained by the wildlife buffer; and 3) there is already the beginning of a visitor-serving, beverage manufacturing and sales district taking shape in this sub-area that has potential to grow and become a unique, employment generating sub district utilizing the existing buildings.



Hangar 21

Historic Character, Preservation, and Adaptive Reuse

Shops Area

The Shops Area includes a wide variety of manufacturing and warehouse buildings, in a variety of sizes (some very small and one as large as 1 million square feet). Most participants noted that the Shops Area sub-district was not as important to preserve as the other sub-districts. This is consistent with the findings from the Navy's extensive historic resource reports, which deemed this sub-district the least historically coherent of the NAS Alameda Historic District sub-districts. Although the importance of the sub-district was not uniformly appreciated, many respondents felt that the buildings in the Shops Area currently provide and could continue to provide important facilities for light industry and manufacturing within Alameda Point. A number of the buildings are already used for these purposes, and if upgraded, could house productive, job-generating new manufacturing, production, and light industrial businesses. Building 5, the 1-million-square-foot building, is subject to the Navy's ongoing remediation effort and is considered a reuse challenge. Some respondents suggested an indoor Antiques Fair, while others noted that it could be a home for multiple green businesses. Others felt the building should be removed.

Hangars South Area

Although not as highly valued as the Administrative Core, Hangars Area West, and Residential Area sub-districts, this area is home to Bladium Sports Club and the Alameda Naval Air Museum. Some see a combination of entertainment, cultural, recreational and light industrial and production businesses and uses in this area.



Building 5



Hangar 40 Building

5. Transportation and Mobility

Building Consensus on Transportation Issues

**Assessing Potential Components of the Alameda Point
Transportation Strategy**

Transportation and Mobility

Building Consensus on Transportation Issues

This section summarizes participant views on: a) a range of transportation issues to be addressed; and b) a range of potential strategies to improve and maintain the integrity of the citywide transportation system.

Traffic Congestion

Traffic congestion resulting from new development at Alameda Point is a primary concern of the community. Addressing peak hour congestion at the Webster and Posey Tubes is the highest priority, followed closely by addressing peak hour congestion at the other crossings. While congestion along the major corridors was also a priority for the community, it was less important than addressing the Tubes and bridges. All participants agree that the transportation question must be addressed satisfactorily. As one person wrote: *“This is the most important problem to solve.”*

Improved Transit Service

Participants generally agreed that for transit to be a viable option to reducing commute congestion, the travel times for transit service to BART and San Francisco need to be faster than automobiles traveling the same routes. The need for bus or shuttle services from Alameda Point to BART was rated as most important. Express buses to San Francisco were also considered important, but not as important as bus service to BART. Ferry service, while considered an important transit option, was rated lower than the other transit options. In addition, participants had mixed opinions on the direct traffic benefits associated with relocating the Alameda/Oakland Ferry Service (AOFS) terminal from Main Street to the Seaplane Lagoon. Many raised concerns about the costs and regional implications of severing the Alameda Oakland connection. The community also was very receptive to providing queue jump lanes to improve transit travel time, and many recognized that coordination with Oakland was important to ensure success.

Reliance on the Automobile

Many respondents agree that people will use alternatives to the automobile, if the alternatives are convenient and reliable. In addition to transit, many agree that pedestrian and bicycle improvements must be an integral element of the transportation strategy for Alameda Point. They emphasize bicycle and pedestrian facilities need to connect to transit stops and retail and convenience services, as well as other existing bicycle and pedestrian facilities within the City. Others also agree that carshare, carpool and other transportation demand management strategies, such as discounted transit passes, are an important component of the transportation strategy and can reduce reliance on single occupancy vehicles.

Jobs/Housing Imbalance

Most agree that providing a mix of jobs at Alameda Point is a critical component of the transportation strategy and that the jobs mix should enable existing Alameda residents to work there. In addition, some state that in addition to jobs, it will be important to add retail and convenience services in close proximity to residential and office uses to reduce automobile trips. Although a “jobs/housing” balance is generally accepted as a worthy goal, many question how effective such a strategy would be at reducing commute trips. Some question the premise that future residents will narrow their job search to employment opportunities at Alameda Point. Others question whether the types of jobs provided at Alameda Point would enable an Alameda Point employee to afford purchasing an Alameda Point home. Others state that since Alameda is a city with more homes than jobs, development at Alameda Point should emphasize more jobs and less housing if a jobs/housing balance is a strategy to reduce Citywide traffic congestion.

Connectivity

All respondents agree that a well-connected and well-designed pedestrian and bicycle network is essential. However, continuing the City’s grid system of streets was not widely supported, although some encouraged an integration of all modes within the grid system. As one respondent wrote: Alameda Point *“needs to have own sense of place but seamless connection to surrounding neighborhoods.”*

Transportation and Mobility

Assessing Potential Components of the Alameda Point Transportation Strategy

The participants evaluated and discussed a range of potential strategies to improve the Citywide transportation system and accommodate development at Alameda Point. The strategies discussed included:

Relocating the Ferry Terminal

Many questioned the transportation benefits and overall costs associated with relocating the Main Street Ferry Terminal to the Seaplane Lagoon, and bifurcating the existing AOFS to establish separate Alameda Point/San Francisco and Oakland/San Francisco ferry services. Overall, the plan to relocate the ferry terminal and bifurcate the ferry service did not receive strong support. While the concept of a consolidated transit center was acceptable, responders were uncertain that including the ferry terminal as part of the center would result in a significant additional reduction in commute trips to/from Alameda Point. In addition, concerns about the need to offset the loss in Oakland ridership with the Alameda Point/San Francisco service, as well as to ensure a financially viable and separate Oakland/San Francisco ferry service were raised. Many felt the Oakland connection is very important to preserve. Others, however, felt that it was important to relocate the terminal, and still others suggesting providing for both terminals. The costs and benefits of moving the terminal or maintaining the existing terminal will need to be carefully considered by the community in the next phase of the planning for Alameda Point.



Relocating the Ferry Terminal

Express Buses to SF and 12th street BART

Most respondents agreed that express buses to San Francisco and 12th Street BART will be among the most important and effective strategies for encouraging transit use, if the services are reliable, convenient and faster than driving.



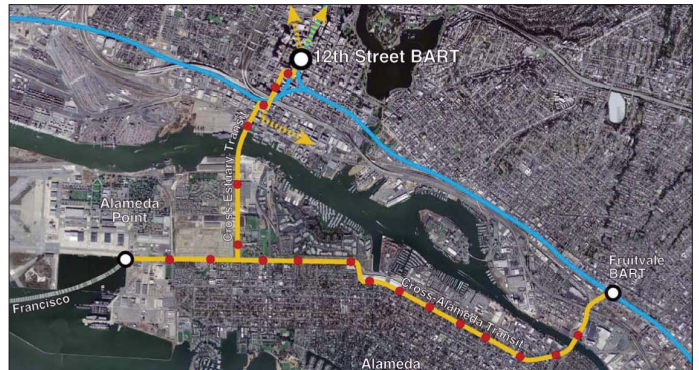
Express Buses to San Francisco

Transportation and Mobility

BRT to BART Stations - 12th Street or Fruitvale

Many respondents indicated a strong support for including bus rapid transit (BRT) service to 12th Street BART in the transportation plan for Alameda Point. Similar to the express bus service, the service would need to be reliable, convenient and effective.

Respondents were split on the effectiveness of providing BRT to Fruitvale BART. Some questioned the benefits and costs of building and operating a BRT facility with dedicated lanes from Alameda Point to Fruitvale BART. Some argued that Alameda Point residents would not travel “backwards” to Fruitvale BART to access BART for jobs in San Francisco and Berkeley. Others argued that it would support transit use Citywide, thereby reducing Citywide traffic congestion and that it would be effective for commuters traveling south.



BRT to BART 12th Street and Fruitvale BART Stations

Bicycle and Pedestrian Facilities

Pedestrian and bicycle improvements should be an integral design element of the Alameda Point development to encourage alternative transportation options for travel within Alameda Point. These facilities should connect to Alameda Point transit services, on-site retail and convenience services, and to the other pedestrian and bicycle facilities within the City.

Improving Traffic Flow Through Tubes

Many respondents agreed that this would be beneficial but questioned the costs associated with the improvements and the ability for Alameda to make necessary improvements in Oakland. Based on the comments, it appears that many respondents are unaware of current work on the Broadway/Jackson Interchange improvements. The next phase of transportation planning for Alameda Point will include information on this proposal and the status of current discussions with Oakland.



Bicycle and Pedestrian Facilities

Transportation and Mobility

Transportation Systems Improvements and Transportation Demand Strategies

Responses to improvements to the transportation system (such as queue jump lanes) were mixed. Some respondents felt that providing these improvements would reduce capacity for single occupancy vehicles (SOV) and this was unacceptable given current levels of congestion. These respondents would only support the option if there were no lane reductions. Others participants argued that the potential impacts of transit improvements to SOV travel times would be worth the benefits to transit ridership. The need to address the congestion and traffic issues on the Oakland Chinatown side of the tubes was raised by a large number of participants. Some questioned whether these transit-related improvements would be financially or politically feasible on the Oakland side of the tubes.

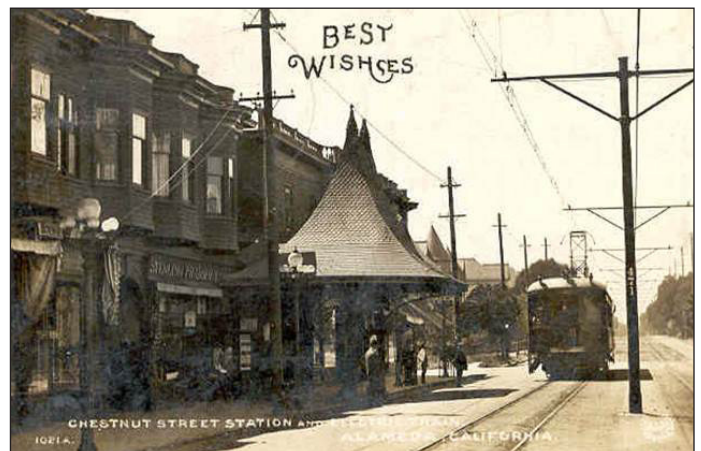
There was strong support for implementing transportation demand strategies like van pools, car pools, and discounted transit passes. The acceptability of charging for parking or reducing the requirements for parking were mixed.

Clustering Housing Development within Close Proximity of a Transit Hub

This question was considered by some to be an endorsement for high density and many comments were unsupportive for this reason. However, an equal number of comments were supportive of the concept with some commenting that a variety of housing types (including senior) as well as commercial uses should be located close to the transit hub. Some respondents thought hubs would become chock points and did not support the idea, while one respondent thought multiple hubs within the development would be acceptable.



Van Pool



Historic photo showing housing near transportation in Alameda

Transportation and Mobility

Financial Sustainability

Although there was no specific question regarding financial sustainability, many comments expressed concerns about how the transportation plan would be funded, both initially and long-term. Respondents acknowledged that transit funding is declining and that the transportation plan needs to address this trend and not rely on outside agency funding. Therefore, providing transportation services and facilities that are financially sustainable and not dependent on outside federal, state or regional funding for construction or maintenance is a priority for many participants.

Confidence in the Solutions

Although many agreed on the strategies that should be employed to reduce the impact of development of Alameda Point on the Citywide transportation system and to encourage trips from Alameda Point to remain within Alameda Point, others questioned the effectiveness of these transportation strategies. However, many of the people who had doubts about the effectiveness of transportation strategies, agreed that providing convenient and reliable alternative transportation modes, that resulted in faster travel times than cars, would be important to achieving success. Some community members questioned whether residents and employees of Alameda Point will consistently use alternative transportation as the primary means of commuting on and off the island and remain concerned that development at Alameda Point will result in significant and unacceptable congestion at all the City's estuary crossings. For this segment of the community, reducing the total number and type of residential units proposed at Alameda Point was cited as the most effective strategy to address congestion concerns.

Other Suggested Strategies

Intra-City Shuttles

There is noteworthy support for additional bus and shuttle services throughout the City. Although the Workbook did not address the idea of on-island shuttle service, a number of participants identified such a concept as an important transit service that could potentially reduce automobile use and integrate Alameda Point into the City as a whole. The "Emery-go-round" free shuttle in Emeryville was identified as the example. Almost all agree that if transit is going to be a viable solution to the problem, the service needs to be convenient and reliable.

New Crossings

Although many expressed a desire for solutions that focused an additional crossing, such as a new bridge or tube, many participants recognized that constructing a new bridge or tube would be expensive and possibly infeasible, even if it were limited to transit, bicycles, and pedestrians. Some respondents also acknowledged that access points for additional tubes or bridge landings on the Oakland side of the Estuary are not available. A couple of participants suggested the concept of extending BART from 12th Street to the Oakland Estuary to provide a joint station for Alameda and Jack London Square under the Estuary as a new transit crossing that could reduce traffic congestion in the City.

6. Community Benefits and New Ideas

Community Benefits

New Ideas

Community Benefits and New Ideas

Community Benefits

This section summarizes the responses to the Workbook section that requests that respondents prioritize community benefits. Community benefits typically require financial subsidies from proposed development. The exercise was designed to inform discussions regarding trade-offs in the event that certain development alternatives are unable to fully fund the costs of all of the community benefits that are desired by Alameda citizens. The Workbook structured the exercise as a two-step process:

- **Step 1:** Rank the importance of eight public facilities from one to eight in the event that it is not financially feasible to provide all of them. The facilities included: branch library, affordable housing, active open space, passive open space, new ferry terminal, historic preservation, new marina, and sports complex.
- **Step 2:** For each benefit, indicate whether the plan should increase the number of housing units at Alameda Point to pay for this benefit?

It should be understood that the table shown below, and chart on the following page, are not based on scientific polling and are only intended to help inform future discussions about trade-offs as the financial feasibility of development alternatives is evaluated.

	1	2	3	4	5	6	7	8	Response Count
Branch Library	8.2% (13)	10.1% (16)	16.5% (26)	15.2% (24)	15.2% (24)	13.9% (22)	8.9% (14)	12.0% (19)	158
Affordable Housing	22.2% (34)	11.1% (17)	11.8% (18)	9.2% (14)	7.8% (12)	11.8% (18)	5.9% (9)	20.3% (31)	153
Active Open Space (ball fields, etc.)	7.9% (13)	23.2% (38)	25.0% (41)	14.0% (23)	15.9% (26)	6.1% (10)	4.3% (7)	3.7% (6)	164
Passive Open Space (trails, etc.)	33.1% (55)	29.5% (49)	10.2% (17)	9.6% (16)	6.0% (10)	2.4% (4)	4.8% (8)	4.2% (7)	166
New Ferry Terminal	9.7% (15)	9.7% (15)	7.7% (12)	12.3% (19)	12.9% (20)	9.7% (15)	11.0% (17)	27.1% (42)	155
Historic Preservation	22.5% (36)	10.0% (16)	6.9% (11)	16.3% (26)	9.4% (15)	8.8% (14)	8.1% (13)	18.1% (29)	160
New Marina	7.7% (12)	7.1% (11)	8.4% (13)	11.6% (18)	11.0% (17)	15.5% (24)	19.4% (30)	19.4% (30)	155
Sports Complex	6.9% (11)	6.9% (11)	5.7% (9)	12.6% (20)	13.2% (21)	18.9% (30)	22.6% (36)	13.2% (21)	159

Table above shows results of an exercise asking participants to “Rank the eight Community Benefits” (1 - most important, 8 - least important)

Community Benefits and New Ideas

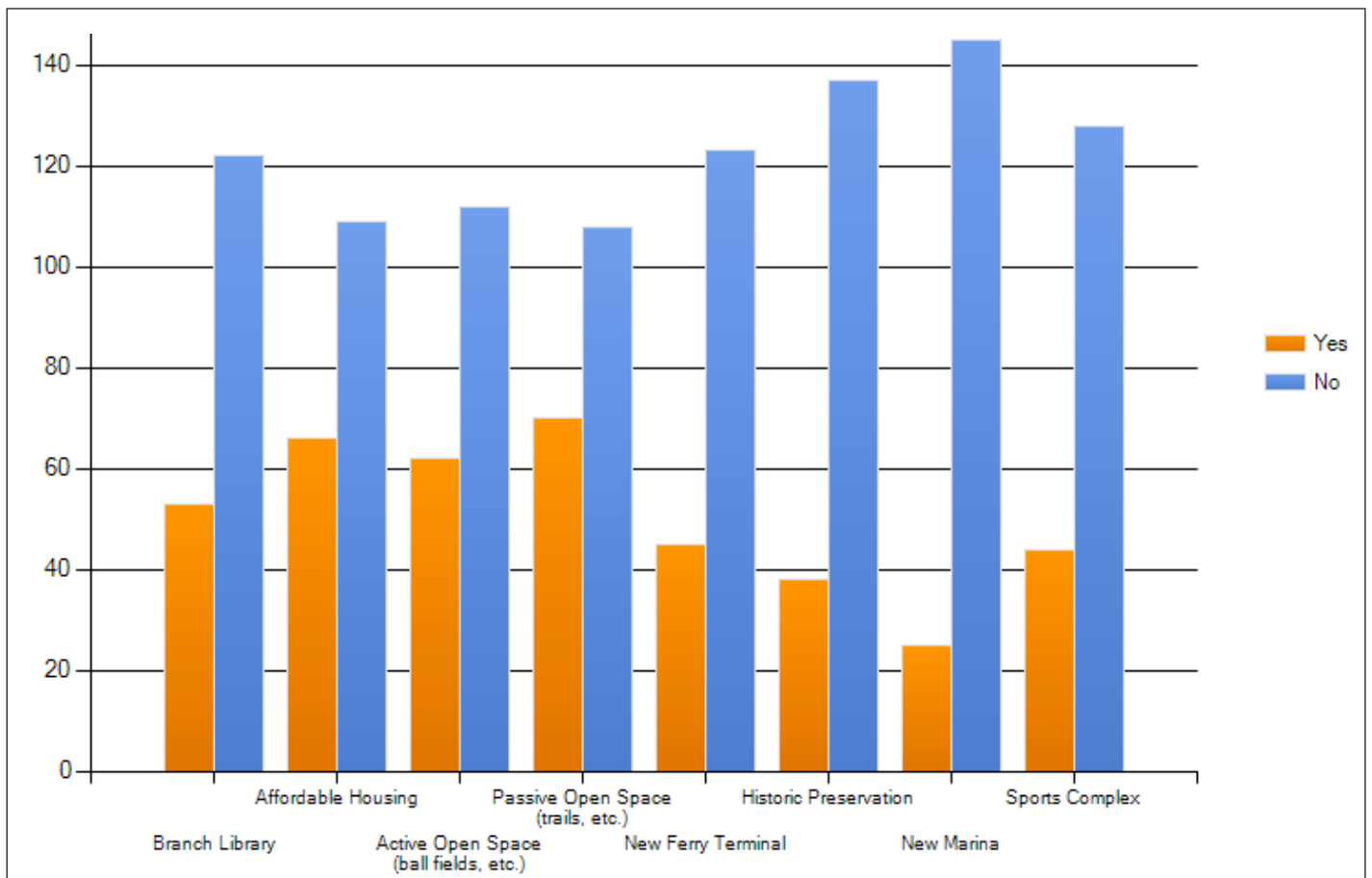


Chart above shows results to the question, "If necessary, would you increase the number of housing units in Alameda Point to pay for the following benefits?"

Community Benefits and New Ideas

Staff's review of worktable discussions and the table and chart on the previous pages revealed the following observations:

Passive and active Open Space

Passive open space received the most "Most Important" #1 rankings; it also received the most 1st, 2nd, and 3rd "place" rankings. Very few people felt it was "Less" or "Least Important." Active open space is also a desired community benefit at Alameda Point. It received almost as many 1st, 2nd, and 3rd rankings as passive open space, and very few people felt it was "Less" or "Least Important".



Passive Open Space

Affordable Housing and Historic Preservation

These two benefits each received a significant number of 1st, 2nd, and 3rd "Most Important" rankings, but not as many as passive or active open space. Affordable housing received more 1st, 2nd, and 3rd place rankings than historic preservation, but historic preservation received more 1st "Most Important" rankings than affordable housing. Unlike active and passive open space, both affordable housing and historic preservation also received a large number of "Less Important" and "Least Important" 7th and 8th place rankings.



Active Open Space

New Ferry Terminal, Branch Library, New Marina and Sports Complex

These four community benefits seemed to be less of a priority than the other four benefits in the exercise. As the planning process progresses and development scenarios are prepared, it will be necessary to explore the financial feasibility of providing and/or phasing these community benefits.



Affordable Housing



Historic Preservation

Community Benefits and New Ideas

New Ideas

As part of the community engagement process and Workbook, participants were given the opportunity to provide any additional thoughts or “new ideas” for Alameda Point. Many participants used this opportunity to restate comments made throughout the Workbook on the various topics already covered in this Summary Report. The following is a select sampling of some of the “new ideas” not covered elsewhere in the Summary Report. Appendix A provides a more complete list of all of the suggested new ideas.

Energy and Water

- “Power positive! No new electrical burden should be created. All new power demands should be supported by solar or wind power generation capacity.”
- “Zero net power of total build. Balance of higher education, residential, and open space.”
- “Emphasize generation of alternative energy as a primary light industrial use.”
- “Solar and wind power generation to support a desalination plant”.
- “Newly constructed and rehabilitated buildings should be done at LEED standards. All new residences should include solar panel roofing.

Farm and Food

- “I recommend an urban farm to be incorporated into the Parks and Open Space Principles. The urban farm will contribute to the goal of redeveloping the area in a sustainable manner, and will provide opportunity for surrounding community to obtain healthy organic food, engage in environmental education, and raise awareness about where our food source comes from. Neighboring communities have similar initiatives (i.e. Alamany Farm in San Francisco, City Slicker Farm in West Oakland), which can be used as benchmark for Alameda’s urban farm or even be partnered with to learn from their successes and shortcomings.”
- “Vertical agriculture to provide food for the community to buy. Use some buildings for education facilities to teach Alameda youth skills that would pay enough to allow them to live in Alameda and raise their families here. Encourage VA to reconsider its clinic location and hospital position.”

Northwest Territories/VA Facility

- “Ask EBRPD to partner with the city – get their ideas. Convene groups to discuss the Northwest Territories. Amend Measure A to provide for more open spaces with a limit on houses.”
- “Give NW Territories to EBRPD and share road infrastructure w/VA to get to Park.”
- “Alameda Eye” huge Ferris wheel like the 2000 one built in London.”
- “Build relationships with EBRPD and VA for protection of bird sanctuary.
- “Integrate a road bike element into the plan. Allow this description. Lots of family moms and dads take up biking and not just to hand with the kids, but a way to stay in shape. Using the perimeter of the base as a core element, make sure the roadway integrates a full on bike circular as an embedded element.”
- “I would love to see a BIG VA Hospital on the Point. It just seems very patriotic and pragmatic way to keep the integrity of the point; ...”

Community Benefits and New Ideas

Public Facility

- “School District should take over theater for school functions and other events.”
- “USS Swimming will pay 1/3 of cost for regional swim competition pool.”
- “Maritime School like in San Francisco where they have classes on small boats, boating safety, kayaking, oar making, etc.”
- “Houseboats; beach, Pleasant Piers”
- “Open Water Swimming in the Seaplane Lagoon.”

Economic Development

- “Jobs and housing balance works only if there is a fiscal nexus as well. If housing is expensive and jobs are lower wage, residents will commute out to higher paying jobs and will commute in from lower cost housing areas. I suspect any proposal will be high cost housing and lower paying jobs. A decent cost nexus is that housing should cost 3X annual income. (\$100k income could pay for a \$300k house.)”
- “City to give tax deductions to employing businesses that employ 75% local people.”
- “. . . Also I would LOVE, LOVE, LOVE it if we could establish some kind of “Green Technology” park or incubator space on the Point. This is a very forward reaching use of the space and will bring jobs and investment to the area. . .”

Transportation

- “We have to build for the future, what will be, not what is now. Travel behavior will change, and we should be building to support many modes, not more auto-centric, high traffic design.”
- “Great, but Alameda residents are too lazy to walk.”
- In response to the question about TDM strategies:
- “Have Google do it!”
- “Golf Carts”

Planning and Development Process

- “I think that the work done on the Community Reuse Plan was excellent and we should go back and start from that point again, since many citizens gave several years of their lives developing it and it is a good plan.”
- “Go slow.”
- “I really do think the Point should develop organically over time, like the rest of Alameda. I’m pretty sure places like St. George and Rockwall would not have been envisioned by a master planner, and I would like to see more creative adaptive reuse of structures along these lines. Additionally I think the point is a tremendous opportunity to create an urban oasis for Bay flora and fauna (not just the Least Tern). I think the emphasis on saving habitat elsewhere sometimes leads people to forget that we have wildlife that needs saving right here. Please don’t be a NIMBY when it comes to wildlife.”



ALAMEDA POINT 2010 COMMUNITY FORUMS

APPENDIX A.
WORKBOOK AND ONLINE SURVEY RESULTS

Contents

1. Land Use	5-20
2. Building Types & Neighborhood Character	21-34
3. Parks & Open Space	35-44
4. Historic Character, Preservation & Adaptive Reuse	45-56
5. Transportation & Mobility	57-84
6. Community Benefits and New Ideas	85-93

1. Land Use

Prior Plans - Strengths & Weaknesses

2010 Community Vision - Land Use Plan Areas

Prior Plans

1996 COMMUNITY REUSE PLAN

Question 1a - Going forward, list which components of the Reuse Plan SHOULD BE included in the community's vision.

1. "the total number of housing units, parks and open space acres"
2. Jobs and Commercial
3. "Commercial Square Ft, Jobs (estimated), Park and open space Acres"
4. Jobs to fulfill a 1:1 ratio for CURRENT residents before any housing is added for people seeking employment in Alameda. Jobs should pay enough to allow workers to actually live on the island - not retail for example. Add light industrial land uses, preferably environmentally oriented
5. Housing, park and open space
6. Comprehensive use of all public trust lands for solar and wind power generation, water desalinization and where feasible community farming. Historic buildings should be revitalized a-la SF Presidio.
7. Regional park, wetlands uses; open space access
8. "Good amount of overall housing units, good amount of park and open space area"
9. "S/F Duplex, park and open space"
10. housing, commercial square feet, parks and open spaces
11. 1,600 units of housing or less if single family housing or duplexes. This is the best plan because it reuses the existing buildings.
12. The reuse plan was predicated on another tube or bridge if they built 1650 homes. Build no more than 900 homes. Don't forget 18" rising sea level in the next 50 years and 55" in the next hundred years.
13. jobs per employed residents
14. "park and open space, commercial"
15. Mixed use, job/housing balance, view corridors to the water, integration with existing Alameda. Would look more like old Alameda than Bay Farm. Continue the grid system.
16. Parks and Open Space, Housing units.
17. "commercial square feet 5.5 million, park and open space acres 164-169 or more"
18. "Modest housing, multifamily only if it can be used as an incentive to remove existing multi-family housing so that all neighborhoods in Alameda can benefit from the base reuse. More PARKS !! Alameda has the least amount of park space in Alameda county and is very short on playing (soccer) fields"
19. Reuse of the existing buildings and emphasis on jobs. Businesses can better regulate working times to lessen rush hour traffic. Measure A compliant
20. Aside from numbers for housing and commercial, what information is presented here to respond to? There is absolutely no land-use information presented because there is no key for what the colors in the picture represent.
21. All.
22. Park and Open Space
23. "Commercial development, Parks and open space"
24. Housing units: Limit by capacity of tubes and bridges, not more than 1650 at AP and the rest of Alameda, and emphasize reuse to the greatest extent possible. Commercial OK, 5-1 jobs ratio OK. Parks & open space
25. more open space multifamily. Select certain buildings for redapt reuse
26. Reuse of building makes the most sense- no piping on al gutted not green
27. More details on what is where.
28. Needs more density, multi family, and more balanced, mixture of uses.
29. Job creation is still the most important, especially with the continuing depression in the housing market. Focus on industrial/ light industrial with minimal retail.
30. Neighborhood centers distributed so most of the residents are within 1/4 mile walking distance of them.
31. Adaptive reuse of buildings. pick CRW in buildings
32. 1650 housing units was suggested If we get another tube or bridge. What about 900 housing units?
33. All components of the Reuse Plan should be included in the community's vision going forward, but multi-family housing and transit-oriented development should also be included.
34. 1. Commercial sq. footage; 2. park and open space; and 3. housing
35. All
36. All
37. Transit hub idea (stars)
38. Commercial space, jobs single family homes, parks and open space

Prior Plans

1996 COMMUNITY REUSE PLAN

Question 1b - Going forward, list which components of the Reuse Plan SHOULD NOT BE included in the community's vision.

1. "commercial square footage of 5.5 million; estimated jobs quantity"
2. Limitation to single family homes
3. "Housing Units; Employed Residents"
4. new single family housing - reuse existing housing type buildings for housing needs such as the BOQ for seniors and the BEQ for college dorms.
5. Historic Reuse, 5.5 M sq ft of commercial
6. No housing should be included in the reuse plan. Alameda has enough housing given transportation infrastructure and current commercial and retail space is underutilized.
7. Items that impact traffic
8. "Too much commercial space resulting in more traffic; Housing units should be a mix of single and multi-family"
9. multi family
10. jobs, employed residents, jobs per employed residents
11. Do not put 1,850 homes.
12. multi-family
13. "housing units; duplex"
14. Dont need to emphasize replacing lost jobs. We want jobs for the future (green, technology) and it is unrealistic to assume that we can get 13,000 jobs. There should not be a limit on housing to just single family or duplex. Need townhouses, condos and rentals. Commercial space is too high. The right number needs to be determined by market experts.
15. Housing units, unless already there buildings are rennovated
16. "Multifamily housing absent comment above is a huge mistake. Alameda is more than 52 percent renters.; <http://quickfacts.census.gov/qfd/states/06/06001.html>; Alameda spend decades prior to the passage of Measure A in the 1970's building cheap, plentiful (now dumpy) multifamily housing. Doing more is more than just silly. It is stupid as well."
17. "1,650 homes are too many. More like 900-1400 is more manageable."
18. None, but multifamily housing should be added.
19. Housing
20. Residential development
21. Not enough jobs. Not enough emphasis on reuse of existing buildings and protection of as many historical buildings as possible.
22. Promotes suburban sprawl; not enough housing to output new infrastructure.
23. No single-family
24. Suburban sprawl, unrealistic historic preservation, unrealistic comercial square ft. Need more housing support and jobs housing support.
25. 1650 housing units is too many; minimize all new housing and instead adapt existing historic buildings for housing; focus instead on industrial/light industrial.
26. More housing units, include multi-family, better jobs per employed resident balance, more mixed use neighborhoods.
27. not enough housing to initially support cost to Re-Building
28. "Employed residents; CommercialSquare feet; jobs; jobs per employd residents; housing units; park and open space"
29. "Housing Units; Employed Residents; Commercial Square Feet; Jobs; Jobs per employed residents; Park and open space"
30. The lack of multi-family housing. Also, the amount of "commercial square feet (5.5 M) should be reduced, and the estimated job creation numbers seem high and should, ideally be closer to the ratio of "one job for every one employed resident."
31. SF Duplex only housing. Should include multi-family as well.
32. Lack of Multifamily units
33. Lack of Multifamily Housing
34. Too much commercial. Multi family housing,

Prior Plans

2003 GENERAL PLAN AMENDMENT

Question 2a - Going forward, list which components of the General Plan SHOULD BE included in the community's vision.

1. multi-family housing
2. Multi-family housing
3. "Total Housing Units; Multi-Family; Employed Residents; Jobs per Employed Residents"
4. Commercial, parks and open space Good paying job creation. Add light industrial land uses, preferably environmentally oriented
5. More Housing
6. Comprehensive use of all public trust lands for solar and wind power generation, water desalinization and where feasible community farming. Historic buildings should be revitalized a-la SF Presidio.
7. park and open space access
8. This looks like the best plan overall due to the number of housing units including multi-family units, the smaller commercial space, and the job ratio
9. "S/F Duplex; park and open space"
10. same as 1a
11. "Traffic from commercial businesses is easier to control than traffic from residences. Please de-emphasize residences. No more than 900 houses."
12. Jobs per employed residents
13. All except parks and open space and housing units
14. none
15. This is a poor option. Too few parks, too many apartments without benefiting the entire community. Again, MOVING people from decayed, deteriorated, or dilapidated housing into new multifamily, even if that means more units is fine, but just building more is foolish.
16. Measure A compliant and respect for the historic buildings.
17. see Question 1a. No info to respond to.
18. All.
19. Parks and Open Space
20. "Commercial square footage; Parks and open space"
21. Parks and open space.
22. More multi family more open space
23. Same as 1a
24. Job creation is still the most important, especially with the continuing depression in the housing market. Focus on industrial/light industrial with minimal retail. Focus on live/work spaces to reuse existing buildings.
25. Meet the Challenges and Issues put forth in the City of Alameda General Plan, Chapter 9.1.
26. Number of residential units and balance of
27. Again, all of the components of the 2003 GP should have some place in the "Going Forward" vision, but the numbers need some adjustment.
28. "Focus on Seaplane Lagoon. Single family housing on periphery"
29. multi family housing
30. All
31. All
32. Better jobs housing balance.
33. Commercial, jobs
34. park and recreation, housing, commercial

Prior Plans

2003 GENERAL PLAN AMENDMENT

Question 2b - Going forward, list which components of the General Plan SHOULD NOT BE included in the community's vision.

1. total number of housing units
2. Lack of emphasis on jobs
3. "Commercial Square Ft; Jobs; Park and open space Acres"
4. Any new housing until other industrial/commercial entities are completed.
5. Historic Adaptive Reuse
6. No housing should be included in the reuse plan. Alameda has enough housing given transportation infrastructure and current commercial and retail space is underutilized.
7. Traffic is my main concern
8. "Increase park and open space if possible; Seems like a great proportion of multi-family units would lead to more transit infrastructure"
9. multi family
10. same as 1b
11. 4,845 houses
12. Multi-family
13. Housing units. Limit housing units to 1650.
14. all
15. Regional housing needs is only a goal. There is no teeth to this statute and it ought to be ignored when ever and where ever possible.
16. 1935 homes are too many. More like 900-1400.
17. Housing
18. Residential housing units
19. Not enough jobs. Too many housing units -should be limited by Tubes and Bridges capacity for all Alameda traffic. Jobs ratio too low.
20. No single family
21. Lack of multi-family housing low jobs.
22. same as 1b
23. 1935 housing units is too many; minimize all new S/F housing and instead adapt existing historic buildings for housing; focus instead on industrial/light industrial.
24. "Employed residents; Commercial Square feet; jobs; jobs per employed residents; housing units; park and open space"
25. "Housing Units; Employed Residents; Commercial Square Feet; Jobs; Jobs per employed residents; Park and open space"
26. GP doesn't include enough multi-family residential units to support TOD. Commercial square footage should be increased to create more jobs and a better jobs-housing balance.
27. None
28. None
29. Lack of housing type diversity (all single-family and duplex).
30. multi family housing.
31. multifamily, dense housing

Prior Plans

2006 PRELIMINARY DEVELOPMENT CONCEPT

Question 3a - Going forward, list which components of the Preliminary Development Concept SHOULD BE included in the community's vision.

1. "total commercial square footage at 3.4 million; estimated jobs; estimated jobs per employed residents; total number of employed residents"
2. Jobs and commercial
3. NONE
4. Commercial, parks and open space. Good paying job creation. Add light industrial land uses, preferably environmentally oriented
5. Comprehensive use of all public trust lands for solar and wind power generation, water desalinization and where feasible community farming. Historic buildings should be revitalized a-la SF Presidio.
6. Open space, park access
7. Like the General Plan, the PDC has a good number of housing units including multi-family and a decent amount of open space/ parks
8. "S/F Duplex; park and open space"
9. same as 1a
10. No more than 900 houses. No talk about de-emphasizing the historic district.
11. Jobs per employed residents
12. Retain - waterfront promenade and open space, pedestrian friendly, boating - launch small craft, separate bike paths, diversity of building types, housing above retail, use of the latest knowledge in sustainability.
13. none
14. Again, use new multi-family housing allotments as an incentive to remove the mistakes of the past. Just drive down Santa Clara Ave. near City Hall if you need a look.
15. The key is unreadable, but this plan apparently shows a focus of retail/office in more of a "core" this is a step in the right direction
16. "This is the perfect plan with the right mix of housing and jobs. 1. Emphasized single family housing. 2. Emphasized open space and parks. 3. Emphasized need to reduce the Historic District."
17. All.
18. Parks and Open Space
19. "Commercial development, Parks and open space"
20. Parks and open space'
21. More homes. More multi-family.
22. More multi-family jobs and Commercial area.
23. same as above (2a)
24. Job creation is still the most important, especially with the continuing depression in the housing market. Focus on industrial/ light industrial with minimal retail. Focus on live/work spaces to reuse existing buildings.
25. More multi-family
26. Jobs, Jobs, Jobs. Some Part-Time. More permanent full-time jobs.
27. More housing, include some taller buildings for views and interest- create a skyline!! Capitalize on the location and create some high value real estate. Increase density so other amenities can be more affordable. Attract young single people who will stay and have families. Please get closer to measure B. More housing, and a lot more jobs. Include sustainable infrastructure!
28. All of them, in some fashion.
29. Focusing high intensity development at the northeast corner of seaplane lagoon.
30. multi-family housing
31. All
32. All
33. Density around ferry and bus.
34. add additional commercial space and jobs,
35. park and open spaces

Prior Plans

2006 PRELIMINARY DEVELOPMENT CONCEPT

Question 3b - Going forward, list which components of the Preliminary Development Concept SHOULD NOT BE included in the community's vision.

1. total number of housing units
2. Needs more multi-family housing
3. ALL
4. Any new housing until other industrial/commercial entities are completed
5. No housing should be included in the reuse plan. Alameda has enough housing given transportation infrastructure and current commercial and retail space is underutilized.
6. Traffic is my main concern
7. "Too much commercial space resulting in increased traffic; There should be a greater proportion of multi-family units"
8. multi family
9. same as 1b
10. This plan eliminates the historic buildings and should not be a part of any plan. 1935 are too many houses
11. 1,778 houses
12. Multi-family units
13. Dont want golf course. I want fewer historical buildings kept. Need to integrate old and new, but dont want old to dictate.
14. All.
15. all
16. WAY TOO FEW city parks for playing fields and open spaces FOR PEOPLE !!
17. 1935 homes are too many and no respect for the historic buildings as they are mostly demolished.
18. the idea that plopping sfh's in all the nooks and crannies is a good plan
19. None, but more multifamily should be included.
20. Housing
21. Residential housing
22. Not enough jobs
23. Almost no multi-family.
24. same as above
25. 1935 housing units is too many; minimize all new S/F housing and instead adapt existing historic buildings for housing; focus instead on industrial/light industrial. Do not reduce historic district.
26. Provide active recreational facilities sufficient to make them a drawing point and sufficient to have them not only financially self-sustaining, but a financial asset to the City.
27. "Employed residents; Commercial Square feet; jobs; jobs per employed residents; housing units; park and open space"
28. "Housing Units; Employed Residents; Commercial Square Feet; Jobs; Jobs per employed residents; Park and open space"
29. Again, more multi-family residential units, to both support TOD and provide a range of housing opportunities at Alameda Point. Job creation numbers and amount of open space look good.
30. None
31. None
32. Lack of housing type diversity.
33. Multi family housing
34. increased housing and 9000 jobs

Prior Plans

2010 MEASURE B PLAN

Question 4a - Going forward, list which components of the Measure B Plan SHOULD BE included in the community's vision.

1. nothing
2. NONE
3. Commercial, parks and open space. High paying job creation. Add light industrial land uses, preferably environmentally oriented.
4. Mix of housing types, links to open space
5. Comprehensive use of all public trust lands for solar and wind power generation, water desalinization and where feasible community farming. Historic buildings should be revitalized a-la SF Presidio.
6. Park and open space access
7. None
8. "S/F Duplex; park and open space"
9. same as 1a
10. Good to save the historic buildings but only the ones north of Midway are saved.
11. No more than 900 houses.
12. Jobs
13. none
14. 85%-15% Why say more.....?
15. "Pretty picture but it represents mass distruction and years and years of work to raise the level of all of that land. Fill upon fill land that is subject to liquifaction will still be vulnerable to earthquakes. How about making all the roads perpedicular to the wind like they are doing at TI so that the streets don't become wind tunnels.."
16. Mixed use, high intensity development concentrated in a location that can be served by multiple modes of transit. Focus of commercial development on the dirtiest of the land. including multiple housing types, and focusing the SFH's on clean land.
17. Maintain Measure A.
18. None.
19. Parks and Open Space
20. "Commercial development; Parks and open space"
21. Parks and open space.
22. emphasis on job creating. Enough housing for alameda point employers and others, but 4,845 units may be expensive
23. More open space . Urban form, spa, conf, conference center.
24. Lots of multi-family and jobs.
25. Strong mix of uses, multi-family housing, unrealistic job creation.
26. Don't like anything about this plan. The citizens said no already. End of story with this plan, period!
27. Sufficient housing units to provide a housing/job balance.
28. M/F units are ok
29. Jobs! Higher density housing!
30. "Employed residents; Commercial Square feet; jobs; jobs per employed residents; housing units; park and open space"
31. "Housing Units; Employed Residents; Commercial Square Feet; Jobs; Jobs per employed residents; Park and open space"
32. All of them, in some fashion.
33. Mixed use development on the water. Focus on transportation corridors. Furthering of development to create a cohesive, compatible plan.
34. employed residents (although the logic of the number is not clear to me)
35. All
36. All
37. Housing type diversity; fine -grained mixed use; transit supportive density.
38. add commercial space, singe family homes and open space
39. none

Prior Plans

2010 MEASURE B PLAN

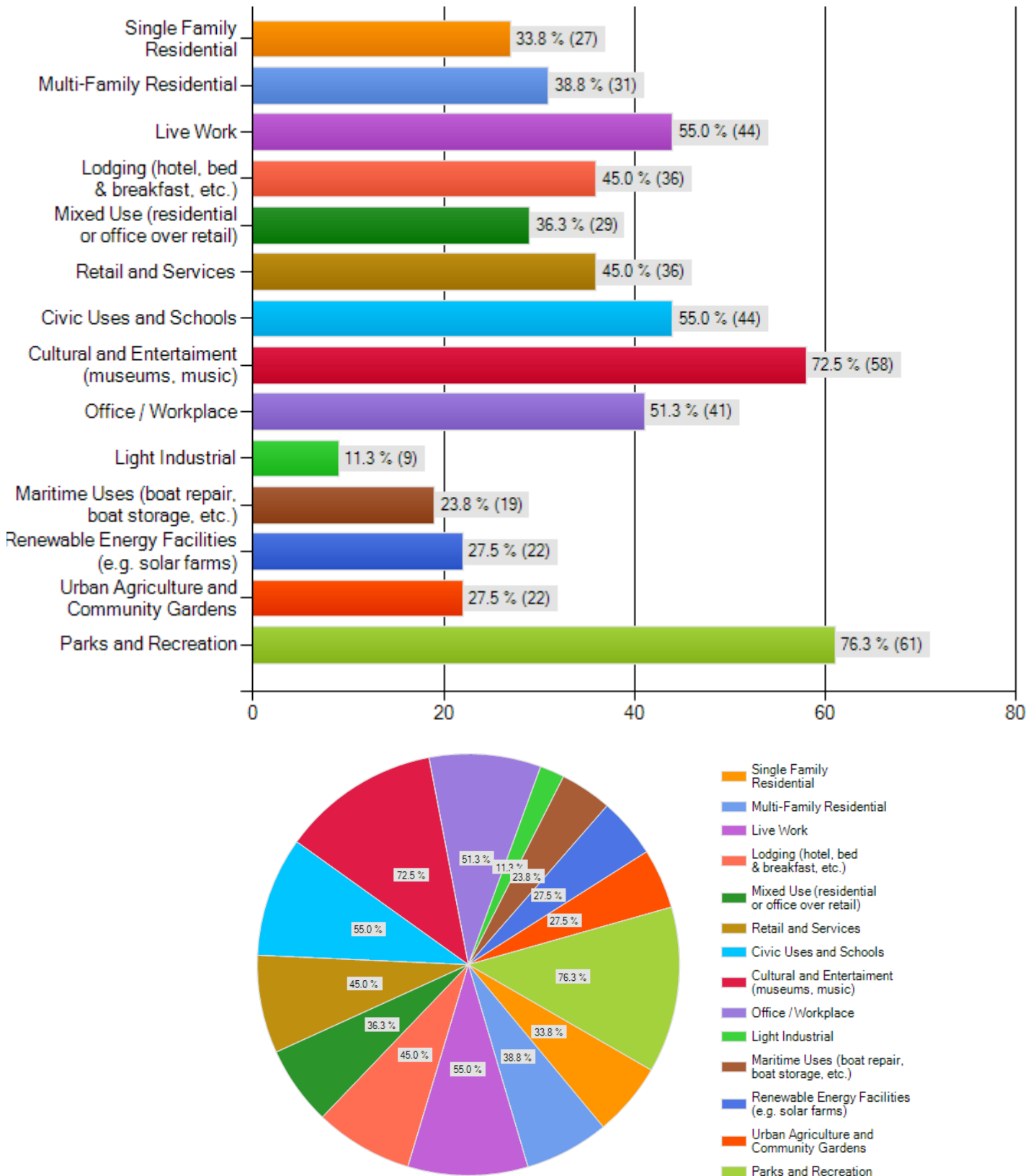
Question 4b - Going forward, list which components of the Measure B Plan SHOULD NOT BE included in the community's vision.

1. Too much housing
2. ALL
3. Any new housing until other industrial/commercial entities are completed. Multi-family only in existing housing space.
4. Minimal historic adaptive reuse
5. No housing should be included in the reuse plan. Alameda has enough housing given transportation infrastructure and current commercial and retail space is underutilized.
6. I am VERY concerned about the traffic implications of this plan
7. This is a terrible plan that would make traffic on the island a nightmare due to so much new housing. Traffic is going to be a problem even with minimal new housing; with this plan, it would be atrocious. Also, there is not enough job growth in proportion to number of residents. This plan suits developers' needs rather than the citizens of the Alameda.
8. multi family
9. same as 1b
10. Failure to reuse the existing buildings is a big mistake and a very wasteful plan. We already said no to 4,845 homes. What part of No didn't you understand?
11. 4,485 housing units. No ferry dock. No multifamily housing.
12. multi-family
13. Need better design guidelines, including more appropriate visuals.
14. All.
15. all
16. Its over already....move on.....
17. "4845 homes are not acceptable. No homes along the hangar row because of kids and cats. Do not pretend that AP is a transit hub, it is a destination. Any ferry would have to be by the Hornet according to the WTA."
18. Civic uses should also be integrated into to the core, not on the periphery.
19. This is worse! Traffic congestion will block the tube. Too many housing units (especially multi-family). Unlike Bart, it is difficult to encourage people to commute with transit (ferries or buses).
20. None, but I would like to see fewer housing units and a higher jobs: residents ratio.
21. Housing
22. Residential housing development
23. Not enough jobs. Way too many housing units..
24. not so may housing units but not sure what correct number is.
25. Careful not to set aside for comercial bot feasible to save more historic buildings.
26. Do you get it? The vote was 85% to 15% AGAINST this plan-- we do not want so many houses. Too many losses to historic district-- keep all the hangars.
27. Provide neighborhood centers so that the majority of resident are within 1/4 mile of them. Schools located so that all students are within walking distance of them. Create sports facilities that are a financial asset to the City.
28. TOD many resid units
29. The whole thing.
30. The number of housing units, 4,845 is probably too high, although I'm not sure what the correct number is, but something that supports TOD. If Alameda can attract a large employer like LBL we may not need so many housing units to be fiscally sustainable.
31. multi-family housing (needs to be equal to SF housing)
32. None
33. None
34. Multi family housing
35. all

2010 Community Vision - Land Use Plan Areas

PLAN AREA A

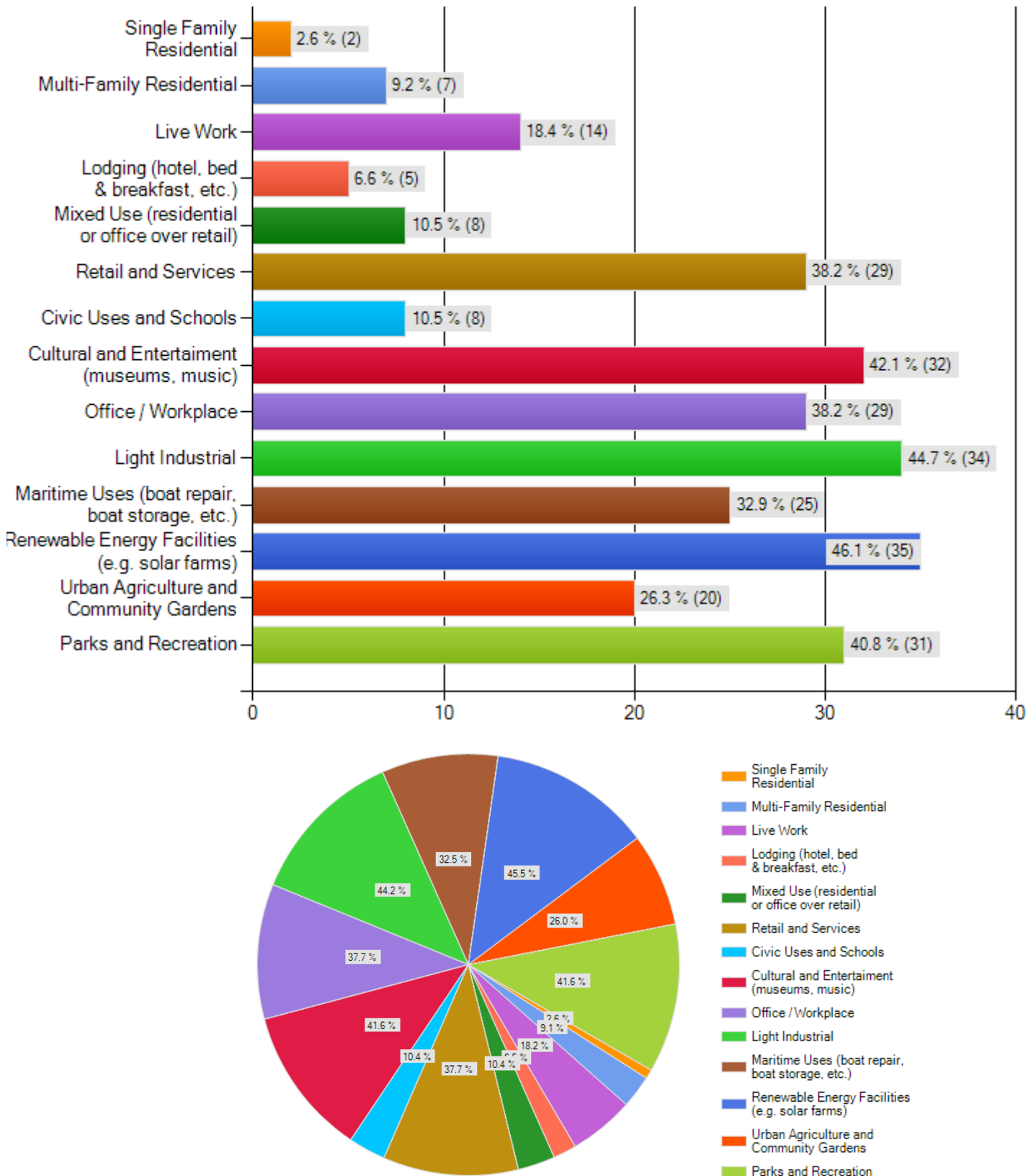
Question 1 - Select the land uses you think should be included in Plan Area A.



2010 Community Vision - Land Use Plan Areas

PLAN AREA B

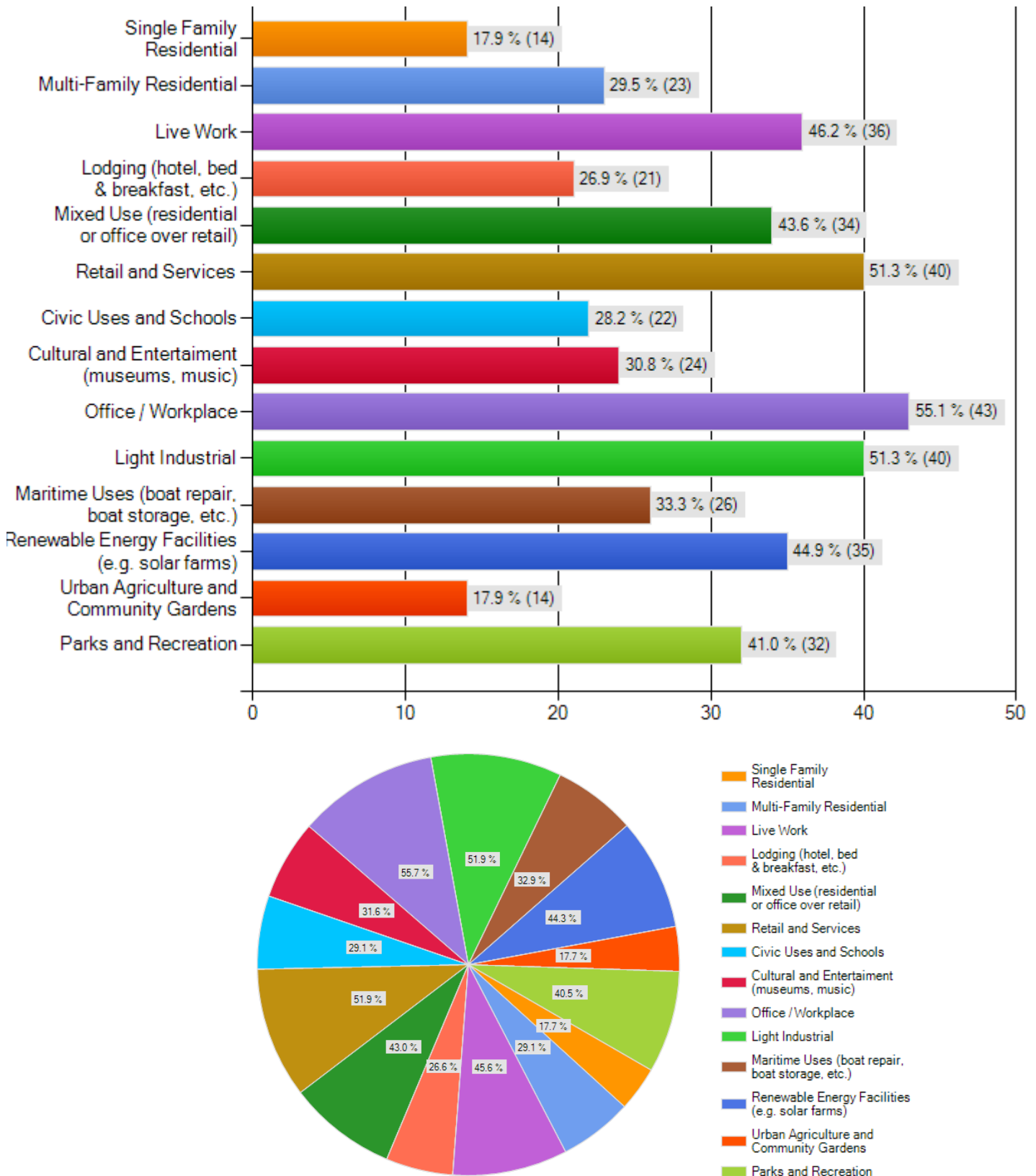
Question 2 - Select the land uses you think should be included in Plan Area B.



2010 Community Vision - Land Use Plan Areas

PLAN AREA C

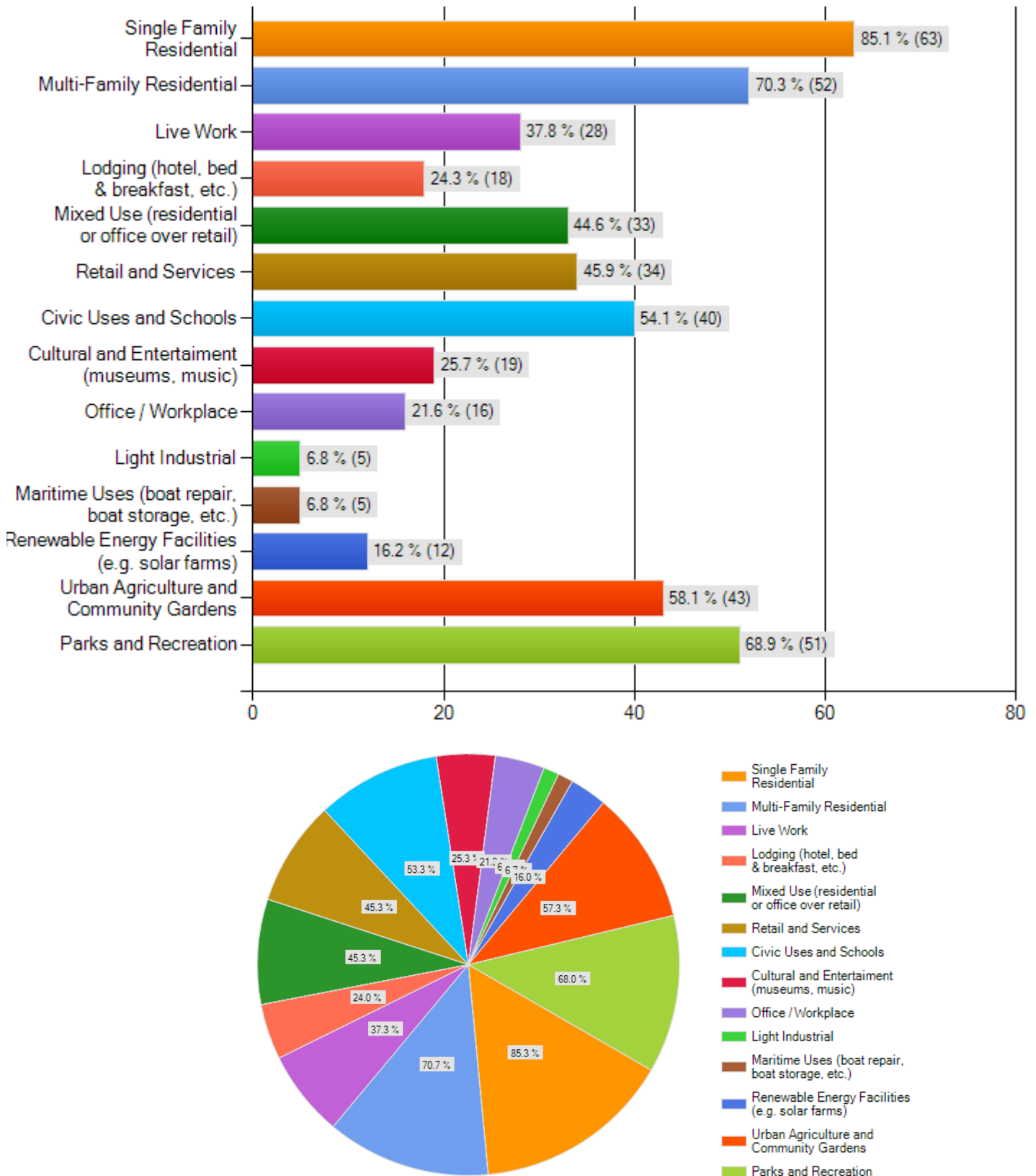
Question 3 - Select the land uses you think should be included in Plan Area C.



2010 Community Vision - Land Use Plan Areas

PLAN AREA D

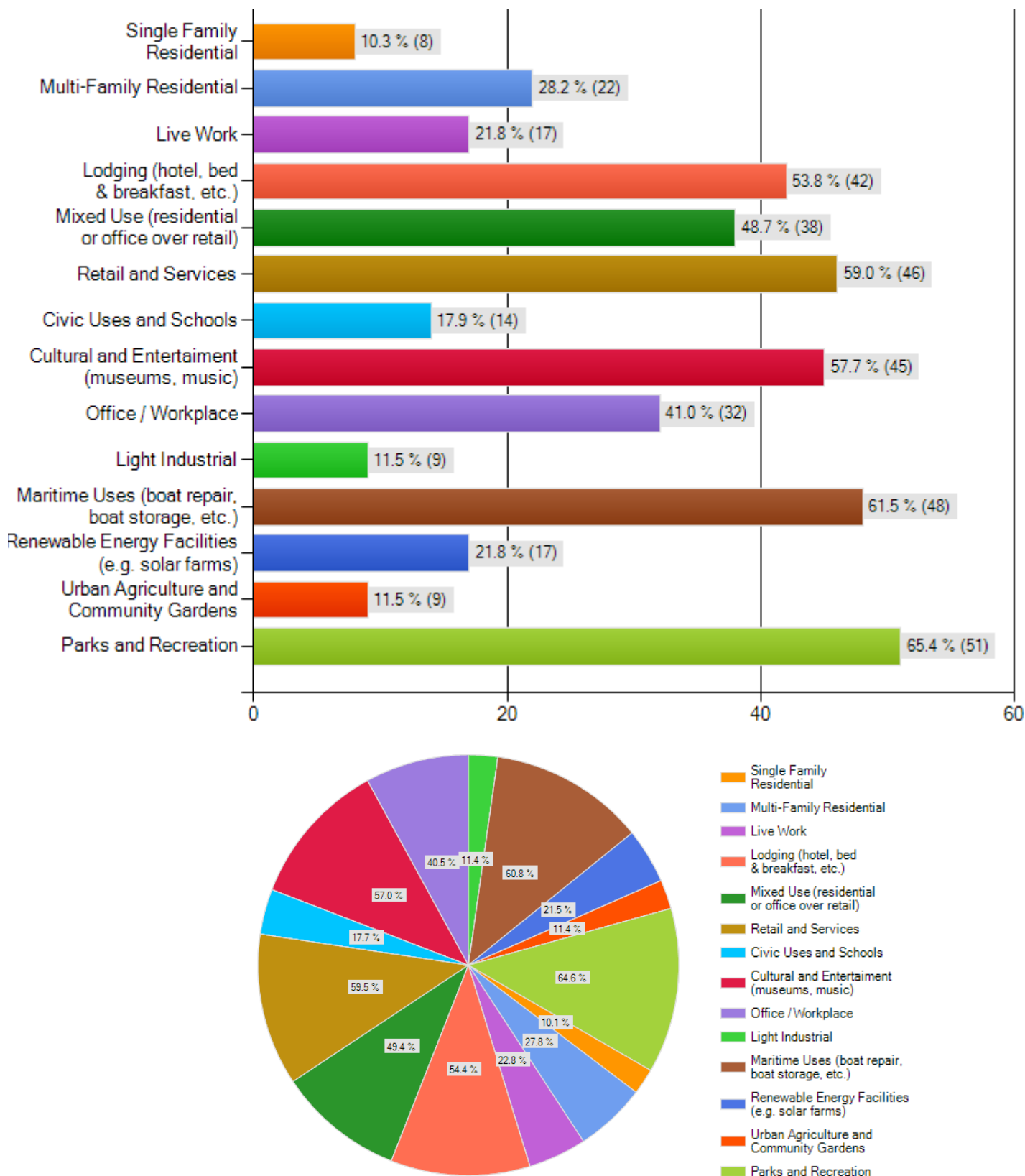
Question 4 - Select the land uses you think should be included in Plan Area D.



2010 Community Vision - Land Use Plan Areas

PLAN AREA E

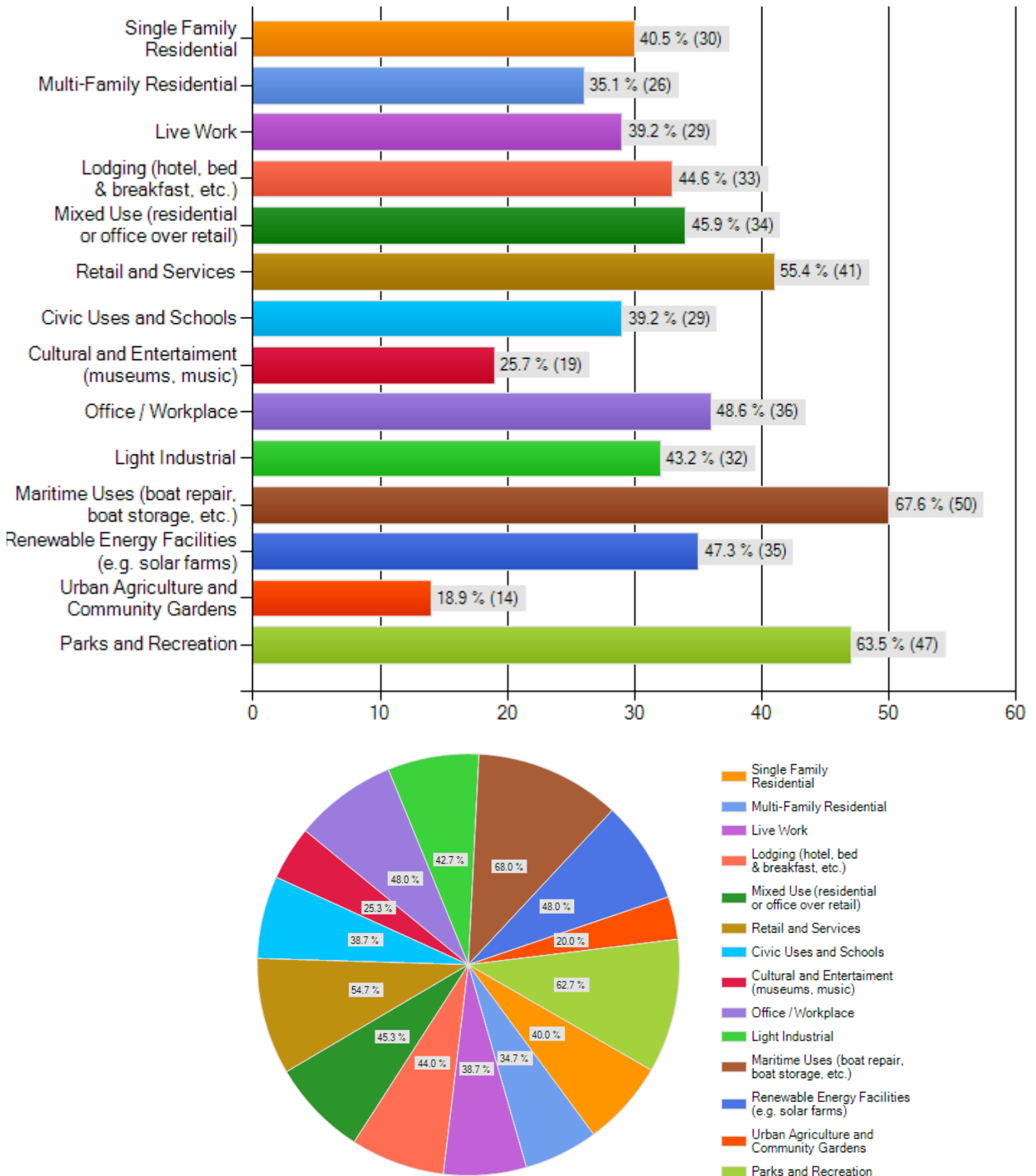
Question 5 - Select the land uses you think should be included in Plan Area E.



2010 Community Vision - Land Use Plan Areas

PLAN AREA F

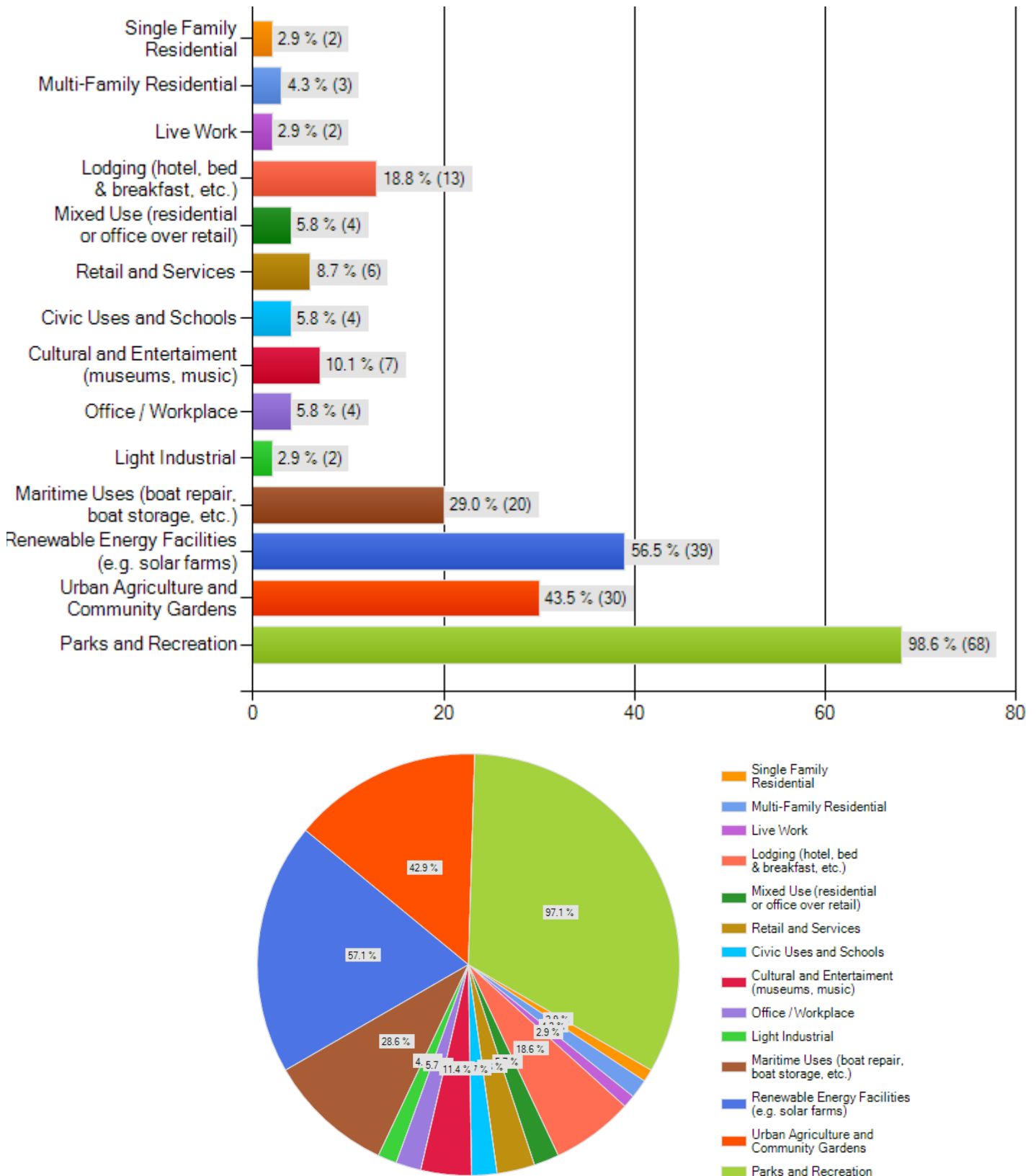
Question 6 - Select the land uses you think should be included in Plan Area F.



2010 Community Vision - Land Use Plan Areas

PLAN AREA E

Question 5 - Select the land uses you think should be included in Plan Area E.



2. Building Types & Neighborhood Character

Building Types

Building Types

OFFICE BUILDING

Question 1a - In which Mixed Use Neighborhoods does this Building Type belong?

		Response Percent	Response Count
Towncenter / Transit Oriented District (TOD)	<div></div>	68.8%	33
Neighborhood Center	<div></div>	43.8%	21
Workplace Neighborhood	<div></div>	72.9%	35
Waterfront Neighborhood	<div></div>	29.2%	14
Residential Neighborhood	<div></div>	8.3%	4
answered question			48
skipped question			51

Question 1b - Is this Building Type Right for Alameda Point?

YES (right for Alameda Point)	<div></div>	71.4%	35
NO (wrong for Alameda Point)	<div></div>	28.6%	14
answered question			49
skipped question			50






Question 1c - Any additional comments about this Building Type?

1. Too much empty office space already
2. There is plenty of existing office space in Alameda that is vacant, Reuse old buildings at the Point.
3. no new buildings!
4. "Problem with single, town, condo, rental homes is space availability at a given price. Alameda by its new short sightedness has limited it ability to add more traffic due to large developments of this type at the west end of the island. The city will need to add more crossings at the estuary."
5. Alameda Point should preserve its historic character and avoid large-scale retailers, especially chain stores.
6. We need to keep the business and commercial low rise. 3 and 4 stories are out of place for what we want to see.
7. Think of University Avenue shopping not large out of place buildings in the retail areas
8. If these are examples of reuse then they are great. If this is generally what would appear on the street then I would say they are too big. Think of University Avenue in Palo Alto.
9. Reuse OK. Otherwise look like "density" - not like the rest of Alameda.
10. No new like this.
11. Neighborhood center only "local serving" office, i.e. insurance, real estate and back keeping. Must be right scale and assign.
12. Waterfront and Residential should not be considered exclusively.
13. The scale of the buildings should be appropriate to the character of the neighborhood. Housing should be part of the use mix.
14. No buildings taller than existing park and webster streets.
15. Possible re-use City-Hall west
16. Let's stay away from generic, sterile looking buildings like the one in the lower right corner.
17. No free standing office.
18. Only in pre-existing buildings or limited new of similar character.
19. Use existing buildings for offices.
20. JUST NOT A LOT OF THEM LIKE HARBOR bAY



Building Types

INDUSTRIAL-FLEX BUILDING

Question 2a - In which Mixed Use Neighborhoods does this Building Type belong?

		Response Percent	Response Count
Towncenter / Transit Oriented District (TOD)		29.2%	14
Neighborhood Center		16.7%	8
Workplace Neighborhood		95.8%	46
Waterfront Neighborhood		31.3%	15
Residential Neighborhood		6.3%	3
answered question			48
skipped question			51

Question 2b - Is this Building Type Right for Alameda Point?

YES (right for Alameda Point)		93.2%	41
NO (wrong for Alameda Point)		6.8%	3
answered question			44
skipped question			55






Question 2c - Any additional comments about this Building Type?

1. Please reuse existing buildings before building any more.
2. no new buildings!
3. Adapting existing structures to new commercial use sounds practical and preserves the historic character of the area.
4. These already exist at Alameda Point
5. These could be existing buildings that have been upgraded. I like reuse.
6. Reuse of existing buildings is desirable.
7. light industrial park only. Not in neighborhoods or town center.
8. To some extent we should use the buildings we have out there best we can. Not all of them, but keep the ones we can. They add an enormous element of authenticity and place to Alameda.
9. Great adaptive reuse in the commercial areas.
10. For adaptive reuse of historic structures Only.
11. Right for AP if reuse.
12. Reuse present.
13. Not sure about previous question.
14. no cargo containers>stacked no 18 wheel truck stops!
15. It is proper abutting the Wildlife Refuge and minimally if hangers along the lagoon are to be retained.
16. Area C-reuse of existing structures
17. Only in pre-existing buildings.
18. Reuse of existing buildings.
19. USE OF BUILDING ALREADY IN EXISTENCE WHEREVER POSSIBLE



Building Types

SIGNATURE BUILDING

Question 3a - In which Mixed Use Neighborhoods does this Building Type belong?

		Response Percent	Response Count
Towncenter / Transit Oriented District (TOD)		64.9%	24
Neighborhood Center		27.0%	10
Workplace Neighborhood		24.3%	9
Waterfront Neighborhood		78.4%	29
Residential Neighborhood		10.8%	4
answered question			37
skipped question			62

Question 3b - Is this Building Type Right for Alameda Point?

YES (right for Alameda Point)		54.3%	25
NO (wrong for Alameda Point)		45.7%	21
answered question			46
skipped question			53






Question 3c - Any additional comments about this Building Type?

- no new buildings!
- High rise apartment, condo and homes do have a large place on the point. For the views owners, leasers and renters will pay if internal and external building amminities are built into each building.
- For that large a building, there will inevitably be traffic problems
- Depends. Hopefully any building such as this would try to preserve the historical aesthetics of Alameda Point.
- "The pictures of the buildings imply they will be big. too big for alameda"
- We don't need towering apartment buildings or huge waterfront buildings.
- A residential tower is not appropriate for Alameda Point.
- Would be great. But very difficult. I think the signature of Alameda Point is what is there already. Like it or not....
- A residential tower is not appropriate for Alameda Point.This is beyond a density bonus.
- Way too big buildings.
- Defanit no.
- Area A
- This type building should only be built if its found to be beneficial to the community
- Existing only
- Use our existing signature and buildings
- It should be possible to have more then one signature building. They can be of different scale and character.
- Ferry Building is ok
- "A thirty story residential tower is inappropriate due to being near an earthquake area. Pilings would have to go to bedrock and they they could twist in an earthquake and topple a building. Read the engineering section of Sun Cal's specific plan. It gives you chills."
- but with a height limit of 6 stories
- no high rise
- too big
- Since we're not trying to replicate Dubai, let's stay away from buildings like the one in the lower right corner that doesn't "respect" and fit in with its surroundings.
- Only if pre-existing (eg, Control Tower) or new VA Building.
- Waterfrount should be public. Buildings should be small along the waterfront.
- Ferry terminal and transit station is an obvious possibility.
- Not to tall
- ugH!!



Building Types

HOTEL / LODGING

Question 4a - In which Mixed Use Neighborhoods does this Building Type belong?

		Response Percent	Response Count
Towncenter / Transit Oriented District (TOD)		57.4%	27
Neighborhood Center		34.0%	16
Workplace Neighborhood		34.0%	16
Waterfront Neighborhood		91.5%	43
Residential Neighborhood		19.1%	9
answered question			47
skipped question			52

Question 4b - Is this Building Type Right for Alameda Point?

YES (right for Alameda Point)		83.3%	40
NO (wrong for Alameda Point)		16.7%	8
answered question			48
skipped question			51


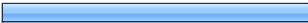



Question 4c - Any additional comments about this Building Type?

1. Acceptable if adaptive reuse of existing buildings is done
2. no new buildings!
3. Traffic concerns
4. Yes, if hotels are small, not corporate monstrosities.
5. A hotel on the marina would be nice but not huge like the one pictured.
6. A hotel near the seaplane lagoon is a good idea
7. If this makes market sen\$e - sure.
8. A hotel on the waterfront is a wonderful idea so long as it doesn't impede public access along the water.
9. Too big.
10. For Marina.
11. Area A
12. We need more quality hotels and B & B's to development.
13. Appropriate scale to fit into character of the neighborhood.
14. But small scale
15. no high rise hotel
16. I would caution against trying to make new construction look old. I think the lower left photo is an actual old home/B&B — and it's beautiful, but faux Victorian construction just looks cheap.
17. Adoptive reuse for hanger?
18. No.
19. Small hotel.
20. All are appropriate



Building Types

STAND-ALONE RESTAURANT

Question 5a - In which Mixed Use Neighborhoods does this Building Type belong?

		Response Percent	Response Count
Towncenter / Transit Oriented District (TOD)		72.3%	34
Neighborhood Center		61.7%	29
Workplace Neighborhood		44.7%	21
Waterfront Neighborhood		93.6%	44
Residential Neighborhood		17.0%	8
answered question			47
skipped question			52

Question 5b - Is this Building Type Right for Alameda Point?

YES (right for Alameda Point)		89.8%	44
NO (wrong for Alameda Point)		10.2%	5
answered question			49
skipped question			50






Question 5c - Any additional comments about this Building Type?

- no new buildings!
- This would be a great building to have in Alameda Point. It would take advantage of the gorgeous views, add jobs, and provide appealing activities for residents of the Point and Alameda in general. If the restaurants are good enough, Alameda Point could be a Bay Area destination.
- Restaurants would be nice near the marina.
- near waterfront.
- Just not the Rusty Pelican for god's sake.....
- Restaurants are good.
- Alameda has enough isolated restaurants that require driving to them, that do nothing to activate the waterfront, or surrounding land uses. Restaurants should be incorporated into the fabric of the neighborhoods.
- OK
- Restaurant and hotel
- Area A or E
- especially out by the Hornet.
- It appears to me that you have restricted the element of appropriate location too narrowly. Shouldn't other elements be considered such as character of the particular neighborhood, its use, the proximity of open space and its use, etc?
- Scale and local ownership concerns
- no fast food chains
- Yes.
- Small restaurant.
- There might be a few places for this, but not in core areas.
- Again make use of the building already there.



Building Types

STAND-ALONE RETAIL BUILDING

Question 6a - In which Mixed Use Neighborhoods does this Building Type belong?

		Response Percent	Response Count
Towncenter / Transit Oriented District (TOD)		80.4%	37
Neighborhood Center		65.2%	30
Workplace Neighborhood		63.0%	29
Waterfront Neighborhood		34.8%	16
Residential Neighborhood		10.9%	5
answered question			46
skipped question			53

Question 6b - Is this Building Type Right for Alameda Point?

YES (right for Alameda Point)		82.6%	38
NO (wrong for Alameda Point)		17.4%	8
answered question			46
skipped question			53






Question 6c - Any additional comments about this Building Type?

1. Only if reuse original buildings
2. no new buildings!
3. Would draw too much traffic
4. Yes, but retail spaces should be carefully considered so that they suit the needs of residents. Alameda doesn't need a hundredth hair salon.
5. Again if this represents reuse then I am all in favor of it.
6. This is a good use of existing buildings. We don't need rows and rows of these kind of buildings.
7. With Alameda's focus on reducing traffic, building stand-alone buildings with a sea of parking works against the goal for Alameda Point.
8. Not recommended for Alameda Point.
9. Reuse.
10. Utility
11. Waterfront neighborhood should be scaled appropriately.
12. We house a lot of these already too many.
13. space and local ownership concerns
14. Height Limits
15. I think more like neighborhood shopping areas. Think about third street in Berkeley or University Avenue.
16. Only in pre-existing buildings.
17. Only existing buildings.
18. Limited opportunities, but not in core areas.



Building Types

MIXED USE BUILDING

Question 7a - In which Mixed Use Neighborhoods does this Building Type belong?

		Response Percent	Response Count
Towncenter / Transit Oriented District (TOD)		88.9%	40
Neighborhood Center		66.7%	30
Workplace Neighborhood		55.6%	25
Waterfront Neighborhood		57.8%	26
Residential Neighborhood		44.4%	20
answered question			45
skipped question			54

Question 7b - Is this Building Type Right for Alameda Point?

YES (right for Alameda Point)		80.9%	38
NO (wrong for Alameda Point)		19.1%	9
answered question			47
skipped question			52

Question 7c - Any additional comments about this Building Type?

1. Reuse existing buildings where possible
2. no new buildings!
3. Residents above the store would be fine if there were no more that two residents per building and if it is part of the right lot size.
4. While I am a ranter against more apartments, this is great model already in Alameda. More of this please.
5. Too many large buildings. Think smaller scale like University Avenue in Palo Alto.
6. Larger mixed use buildings should be included in the urban core.
7. Not recommended for Alameda Point.
8. Not appropriate for Alameda.
9. No Residence.
10. Only on corners; must be in scale
11. No.
12. Use only existing buildings. Do not build extra buildings.
13. Find something else, please. These are ugly.

Building Types

STACKED FLATS / MULTIPLEX

Question 8a - In which Mixed Use Neighborhoods does this Building Type belong?

		Response Percent	Response Count
Towncenter / Transit Oriented District (TOD)	<div></div>	81.3%	26
Neighborhood Center	<div></div>	62.5%	20
Workplace Neighborhood	<div></div>	46.9%	15
Waterfront Neighborhood	<div></div>	53.1%	17
Residential Neighborhood	<div></div>	50.0%	16
answered question			32
skipped question			67

Question 8b - Is this Building Type Right for Alameda Point?

YES (right for Alameda Point)	<div></div>	51.9%	27
NO (wrong for Alameda Point)	<div></div>	48.1%	25
answered question			52
skipped question			47






Question 8c - Any additional comments about this Building Type?

1. Limit density in residential neighborhoods
2. no new buildings!
3. Not good revenue generators unless there are a lot of them. And by your demand that the point pay for everything this is not a good idea unless they are high dollar prices.
4. Traffic concerns
5. Yes, but building should not be so high as to block the gorgeous views of the region.
6. Too big, too dense
7. "We already have more apartments than most East bay communities. We don't need condos"
8. Apartments and condos are not appropriate for Alameda Point.
9. But only if the city uses this once in an ever opportunity to remove the blights of the past by making units available to developers who restore existing neighborhoods.
10. Violative of Measure A.
11. Too crowded and traffic congestion.
12. Not appropriate for Alameda.
13. No project.
14. Carefully planned.
15. "We have too many apartments in Alameda as it is. No more."
16. Again with limited height
17. too big
18. not high rise
19. Yes!
20. But limit total number of homes at AP
21. Only in pre-existing buildings. If in barracks or wave building.
22. Use only existing buildings. Do not build extra buildings.
23. No way



Building Types

LIVE-WORK BUILDING

Question 9a - In which Mixed Use Neighborhoods does this Building Type belong?

		Response Percent	Response Count
Towncenter / Transit Oriented District (TOD)		60.0%	27
Neighborhood Center		51.1%	23
Workplace Neighborhood		77.8%	35
Waterfront Neighborhood		37.8%	17
Residential Neighborhood		33.3%	15
answered question			45
skipped question			54

Question 9b - Is this Building Type Right for Alameda Point?

YES (right for Alameda Point)		84.8%	39
NO (wrong for Alameda Point)		15.2%	7
answered question			46
skipped question			53


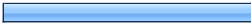



Question 9c - Any additional comments about this Building Type?

1. no new buildings!
2. Reuse of the enlisted or officers quarters could be live work.
3. see previous comments....
4. OK if reuse.
5. Only using present buildings.
6. Yes, we need more of these-include musical studios-speed protectors.
7. Mixed use means the density bonus. No thanks.
8. Only in hangers if consistent with Proposition A.
9. But just okay

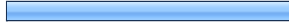

Building Types

ROWHOUSES

Question 10a - In which Mixed Use Neighborhoods does this Building Type belong?

		Response Percent	Response Count
Towncenter / Transit Oriented District (TOD)		41.7%	15
Neighborhood Center		50.0%	18
Workplace Neighborhood		36.1%	13
Waterfront Neighborhood		58.3%	21
Residential Neighborhood		80.6%	29
answered question			36
skipped question			63

Question 10b - Is this Building Type Right for Alameda Point?

YES (right for Alameda Point)		58.0%	29
NO (wrong for Alameda Point)		42.0%	21
answered question			50
skipped question			49


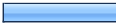



Question 10c - Any additional comments about this Building Type?

1. no new buildings!
2. It's stupid to have low income housing subsidised by anyone. Have habby crap for humanity build these someplace because of the State and Federal idiots mandates. Have people who want to give as charity money to this end. A choice not a mandate.
3. traffic concerns
4. Don't have garages access from the street unless they are not attached. The modern designs should not be in the area by the big white ones.
5. No row houses
6. Row houses are not appropriate for Alameda Point.
7. Too dense.
8. Look like condos
9. Not more than three stores.
10. Mixed north single family homes
11. What happened to duplexes?
12. tacky
13. too dense
14. No.
15. No!



Building Types

SMALL LOT SINGLE FAMILY HOMES

Question 11a - In which Mixed Use Neighborhoods does this Building Type belong?

		Response Percent	Response Count
Towncenter / Transit Oriented District (TOD)		2.3%	1
Neighborhood Center		22.7%	10
Workplace Neighborhood		13.6%	6
Waterfront Neighborhood		25.0%	11
Residential Neighborhood		95.5%	42
answered question			44
skipped question			55

Question 11b - Is this Building Type Right for Alameda Point?

YES (right for Alameda Point)		78.0%	39
NO (wrong for Alameda Point)		22.0%	11
answered question			50
skipped question			49




Question 11c - Any additional comments about this Building Type?

1. no new buildings!
2. The point runs out of room with a view at a price needed for what the city demands for the points all expenses paid demand.
3. traffic concerns
4. Seems like a lot of single-family houses such as this one would discourage public transportation. Alameda Point should be a place for all residents of the island, not just the ones who live at the Point.
5. Single family housing is welcome. Less traffic.
6. Very desirable for residential neighborhoods.
7. Lots of different styles of single family homes is appropriate.
8. not on the waterfront. buildings, no matter what height, block to the views of anyone behind them. activate the waterfront areas by bringing people to the area in the form of multi-family housing. Vibrant waterfronts will be a place that people actually visit.
9. Limited to area D
10. Why are all multi-story buildings shown?
11. But, we're not going to encourage parking on sidewalk, right?!! (upper right photo) And small should still be beautiful so let's eliminate housing shown in lower right photo.
12. Only in pre-existing officer housing (ie, "Great Whites")
13. Mixed with larger homes.
14. Yes, if not repetitive models, just different doors and colors.



Building Types

LARGE LOT SINGLE FAMILY HOMES

Question 12a - In which Mixed Use Neighborhoods does this Building Type belong?

		Response Percent	Response Count
Towncenter / Transit Oriented District (TOD)		0.0%	0
Neighborhood Center		2.4%	1
Workplace Neighborhood		0.0%	0
Waterfront Neighborhood		26.2%	11
Residential Neighborhood		97.6%	41
answered question			42
skipped question			57

Question 12b - Is this Building Type Right for Alameda Point?

YES (right for Alameda Point)		69.4%	34
NO (wrong for Alameda Point)		30.6%	15
answered question			49
skipped question			50

Question 12c - Any additional comments about this Building Type?

1. no new buildings!
2. Make them gorgeous so the price paid pays for the points cost to improve demands.
3. traffic concerns
4. Definitely wrong for the Point, especially if the goal is to increase transit, retail, culture, and job opportunities.
5. there are enough mansion in alameda now.
6. The big whites aren't a large lot size home. The lots are very big and very well situated.
7. "Some large homes are very desirable. Particularly the big whites."
8. "The blight of sameness needs this. Go to new parts of Contra Costa County if you are not convinced...."
9. Appropriate for the residential neighborhoods
10. some, but not many
11. Along shore for boat
12. TOD : most dense neighborhood. Workplace neighborhood: used to be known as a industrial parks or business.
13. Use the waterfront for the views for some nicer houses.
14. It would seem appropriate for this type of housing to be limited to the periphery of the site.
15. Keep big whites and let gold coast and fern side have the above
16. There should be a wide range of available housing types at Alameda Point, but fewer large lot SFR's than other housing types.
17. Only in pre-existing officer housing (ie, "Great Whites")
18. Appropriate in those areas where they currently exist.
19. Mixed with smaller homes.
20. large lot with more land per lot with less public parks.

3. Parks & Open Space

Framework Principles

Regional Park Facilities

Seaplane Lagoon Waterfront Park & Promenade

Framework Principles

LINKAGES, DIVERSITY OF PARK TYPES & USES, ACCESS TO THE WATERFRONT

Question 1 - Are there any additional Parks and Open Space Principles that support your vision for Alameda Point?

1. In addition to bike paths, there should be unpaved cinder paths around the Point so that runners, joggers, and walkers can get their exercise "off pavement".
2. Wetlands Restoration
3. Power positive! No new electrical burden should be created. All new power demands should be supported by solar or wind power generation capacity.
4. "I recommend an urban farm to be incorporated into the Parks and Open Space Principles. The urban farm will contribute to the goal of redeveloping the area in a sustainable manner, and will provide the opportunity for the surrounding community to obtain healthy organic food, engage in environmental education, and raise awareness about where our food source comes from. Neighboring communities have similar initiatives (i.e. Alemany Farm in San Francisco, City Slicker Farm in West Oakland), which can be used as a benchmark for Alameda's urban farm, or even be partnered with to learn from their successes and shortcomings."
5. As much open space as possible should be protected, with an emphasis on open space/parks in the waterfront area. Parks should be diversified. There should be a central community park space with a gazebo, benches, shade from trees, and walking trails.
6. Parks are good but we can't afford large active parks. The upkeep is too much.
7. Historical reuse
8. Open space habitats for nesting and wintering land and water birds. Can include picnic areas.
9. Looks like parks/green swards are about 3 blocks from any residential. Good, green/pocket parks and larger are important to every neighborhood. What about bike paths throughout?
10. Playing fields, sports fields, soccer fields, football fields, baseball fields, lacrosse fields.
11. The bike paths should accommodate golf carts and should be low maintenance. All public access along the waterfront is good and should be optimized.
12. Habitat, native vegetation, groundwater recharge
13. All above are good
14. Quiet recreation-building, taking enjoying nature and wildlife. Not playgrounds and ball fields.
15. Matt Melario identify transportation Issues-Proposed then ranks.
16. Include East Bay Regional Park District. This will help funding and long term commitment to management. Protect wildlife and nature plants.
17. Increase housing density in order to provide more open space.
18. BMX Bike Park-Waterfronts belongs to the people. Build relationship between EBRPD and VA for protection of bird sanctuary. Protect existing trail fields-add more. Bay trail all the way around water front.
19. "Alameda Point needs to have plazas and other spaces where people can meet, congregate or rest; bike and pedestrian ways that are designed to be safe and pleasant to use, not just green places. Thought should be given to creating recreational facilities that are not only self-sustaining but bring in income for the City; facilities that are used both by Alamedans and as a regional venue including hotels, restaurants, and shopping facilities."
20. All of those look possible for the point. Many small parks and sports fields give the sense of openness which is consistent with Alameda.
21. Use northwest territory for park. Too much contamination for anything else.
22. I would like to see launching sites for small boats.
23. biking trails
24. bike paths and dog beach
25. Recovery rehabilitation of the base to include more green and natural space.
26. Keep open space on the point a top priority. In addition this priority should be combined with adoptively revising the existing structures. Housing is a bottom priority. City should hire its own master developer to take charge of this project.
27. Yes, the cost of operating and maintaining park and open space lands must be fully disclosed. Can we really afford all of this in the future?
28. Destination/place making. Look for partnerships. Revenue generation / regional attraction. Walkable as part of community fabric. Education. Not contribute to traffic. Fiscal responsible. Parks as integral to design not the remnants. Multi-levels of benefits - economic, social, psychological, physical (infrastructure benefits).
29. water front use access not just passive use, guest docks ect
30. I would like to see a jogging track facility. There are very few places in Alameda to run on a track. This would support public health
31. Bike lanes that are not tied to roads that cars go on-- separated.

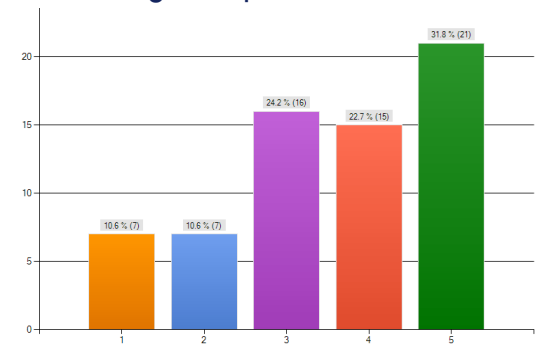
Regional Park Facilities

HOW IMPORTANT IS IT TO INCLUDE THE FOLLOWING FACILITIES IN THE REGIONAL PARKS?

Question 1a - How important is it to include Ball Fields / Courts in the regional parks?

(1 - not important, 5 - very important)

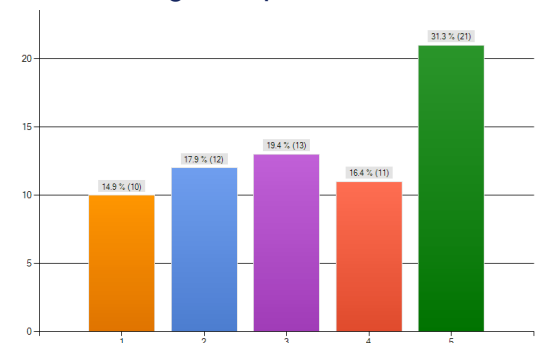
1	2	3	4	5	Rating Average	Response Count
10.6% (7)	10.6% (7)	24.2% (16)	22.7% (15)	31.8% (21)	3.55	66
answered question						66
skipped question						36



Question 1b - How important is it to include Recreation Facilities in the regional parks?

(1 - not important, 5 - very important)

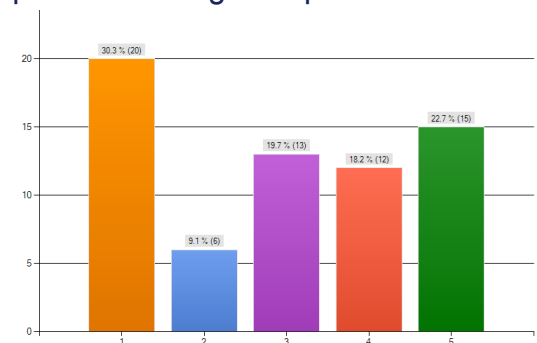
1	2	3	4	5	Rating Average	Response Count
14.9% (10)	17.9% (12)	19.4% (13)	16.4% (11)	31.3% (21)	3.31	67
answered question						67
skipped question						35



Question 1c - How important is it to include Event Gathering Space in the regional parks?

(1 - not important, 5 - very important)

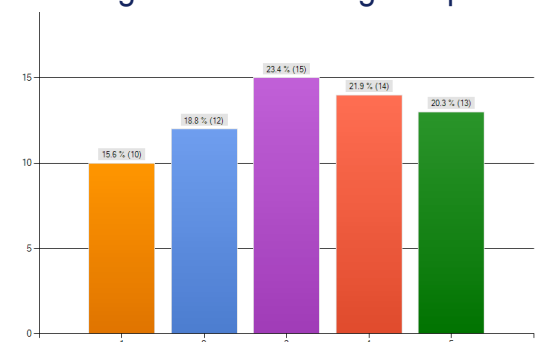
1	2	3	4	5	Rating Average	Response Count
30.3% (20)	9.1% (6)	19.7% (13)	18.2% (12)	22.7% (15)	2.94	66
answered question						66
skipped question						36



Question 1d - How important is it to include Community Gardens/Urban Agriculture in the regional parks?

(1 - not important, 5 - very important)

1	2	3	4	5	Rating Average	Response Count
15.6% (10)	18.8% (12)	23.4% (15)	21.9% (14)	20.3% (13)	3.13	64
answered question						64
skipped question						38



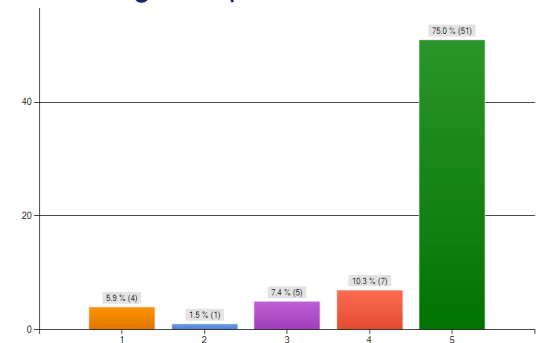
Regional Park Facilities

HOW IMPORTANT IS IT TO INCLUDE THE FOLLOWING FACILITIES IN THE REGIONAL PARKS?

Question 1e - How important is it to include Trails & Pathways in the regional parks?

(1 - not important, 5 - very important)

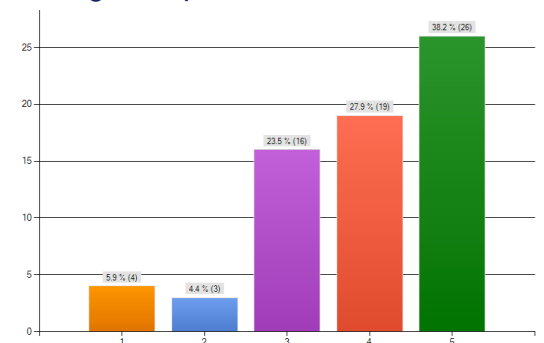
1	2	3	4	5	Rating Average	Response Count
5.9% (4)	1.5% (1)	7.4% (5)	10.3% (7)	75.0% (51)	4.47	68
answered question						68
skipped question						34



Question 1f - How important is it to include Water Activities in the regional parks?

(1 - not important, 5 - very important)

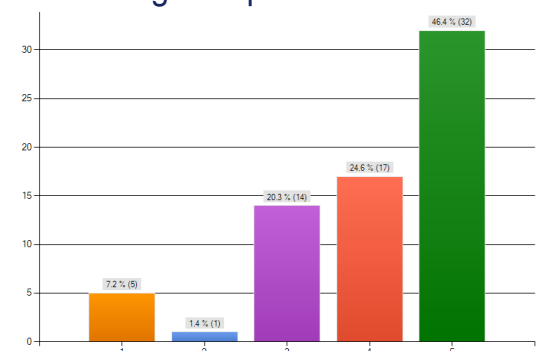
1	2	3	4	5	Rating Average	Response Count
5.9% (4)	4.4% (3)	23.5% (16)	27.9% (19)	38.2% (26)	3.88	68
answered question						68
skipped question						34



Question 1g - How important is it to include Passive Enjoyment in the regional parks?

(1 - not important, 5 - very important)

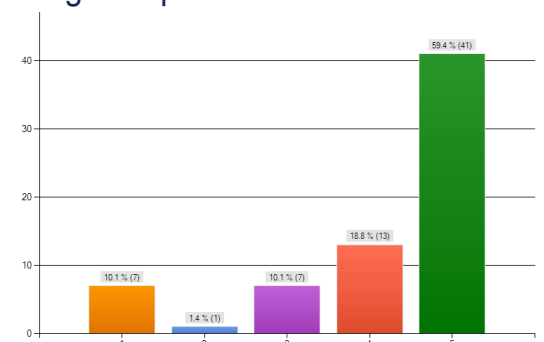
1	2	3	4	5	Rating Average	Response Count
7.2% (5)	1.4% (1)	20.3% (14)	24.6% (17)	46.4% (32)	4.01	69
answered question						69
skipped question						33



Question 1h - How important is it to include Nature Areas in the regional parks?

(1 - not important, 5 - very important)

1	2	3	4	5	Rating Average	Response Count
10.1% (7)	1.4% (1)	10.1% (7)	18.8% (13)	59.4% (41)	4.16	69
answered question						69
skipped question						33



Regional Park Facilities

OTHER FACILITIES

Question 2 - What other facilities should be included in Alameda Point's Regional Park?

1. This end of the island needs an all-weather track, or public use of the COA track.
2. Wetlands Restoration Area
3. Keep the skate park, add a bike park similar to the skate park. Miracle league sports field.
4. solar and wind power generation to support desalinization plant. Community farming.
5. An urban farm; this differs from urban agriculture in that it includes animal.
6. consider an off-leash dog park
7. Perimeter bike path all around Alameda Point and the former airfield.
8. Integrate a road bike element into the plan. Allow this description. Lots of family moms and dads take up biking, and not just to hang with the kids, but a way to stay in shape. Using the perimeter of the base as a core element, make sure the roadway integrates a full on bike circular as an embedded element.
9. Swimming Pools
10. No Golf Course
11. Open space for wildlife trees into no facilities open field's-a more "rural" feel almost
12. Wooded park area
13. "BMX Bike course; Bay Trail; Picnic grounds"
14. Restored Wetlands, East Bay Regional park, keep existing ball fields, boat in campground
15. dog beach
16. Parking, Transportation inside and traffic to the Point
17. USS swimming will pay 1/3 of cost for regional swim competition pool.
18. "Educational for natural systems. Regional Aquatic Facility like City of Irvine"
19. Scenic Center Park Facility
20. 50 meter swimming pool.
21. Public swimming pool (large)(aquatic facility).
22. a jogging track or actual track facility.

Question 3 - Rank your top three preferences for park facilities

	Ball Fields / Courts	Recreation Facilities	Event Gathering Space	Community Gardens / Urban Agriculture	Trails & Pathways	Water Activities	Passive Enjoyment	Nature Areas	Other	Response Count
First Choice	14.0% (7)	10.0% (5)	6.0% (3)	2.0% (1)	8.0% (4)	4.0% (2)	20.0% (10)	26.0% (13)	10.0% (5)	50
Second Choice	6.0% (3)	14.0% (7)	8.0% (4)	10.0% (5)	32.0% (16)	12.0% (6)	4.0% (2)	12.0% (6)	2.0% (1)	50
Third Choice	14.3% (7)	10.2% (5)	8.2% (4)	4.1% (2)	20.4% (10)	18.4% (9)	12.2% (6)	8.2% (4)	4.1% (2)	49
If you selected "Other", please add details in the box below to describe the park facility you have in mind.										9
answered question										51
skipped question										51

If "Other" was specified, list the additional comments below.

1. Wetlands
2. An urban farm with animals.
3. Swimming Pools
4. "1. 25 Acre Marina, 2. 60 Acre Entrance, 3. Keep Parade Ground"
5. "1. Bay Trail: Walking Paths, 2. EBRP Regional Park"
6. MLK Shoreline, Hayward Shoreline
7. Sports
8. All parks and outdoor facilities are good.
9. olympic size pool

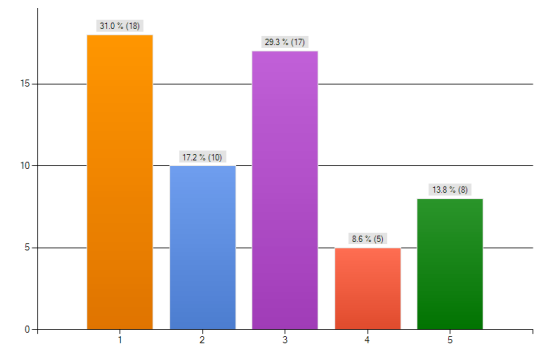
Seaplane Lagoon Waterfront Park & Promenade

ELEMENTS

Question 1a - How important is it to include an Entertainment Venue?

(1 - not important, 5 - very important)

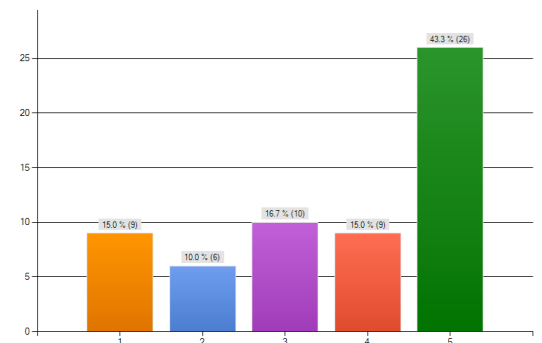
1	2	3	4	5	Rating Average	Response Count
31.0% (18)	17.2% (10)	29.3% (17)	8.6% (5)	13.8% (8)	2.57	58
answered question						58
skipped question						44



Question 1b - How important is it to include Mixed Use?

(1 - not important, 5 - very important)

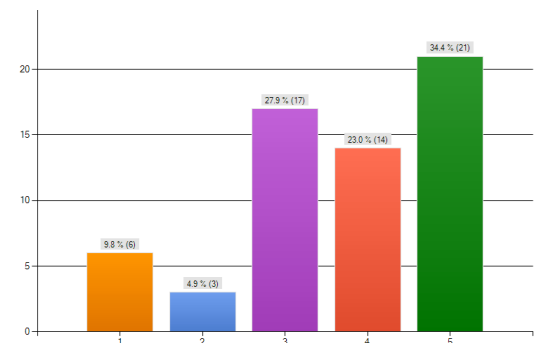
1	2	3	4	5	Rating Average	Response Count
15.0% (9)	10.0% (6)	16.7% (10)	15.0% (9)	43.3% (26)	3.62	60
answered question						60
skipped question						42



Question 1c - How important is it to include an Active Waterfront?

(1 - not important, 5 - very important)

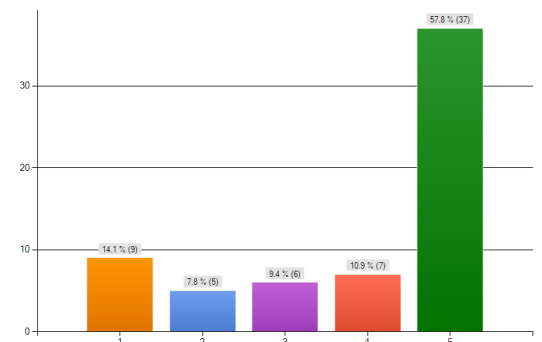
1	2	3	4	5	Rating Average	Response Count
9.8% (6)	4.9% (3)	27.9% (17)	23.0% (14)	34.4% (21)	3.67	61
answered question						61
skipped question						41



Question 1d - How important is it to include Trails, Paths and Nature Areas?

(1 - not important, 5 - very important)

1	2	3	4	5	Rating Average	Response Count
14.1% (9)	7.8% (5)	9.4% (6)	10.9% (7)	57.8% (37)	3.91	64
answered question						64
skipped question						38



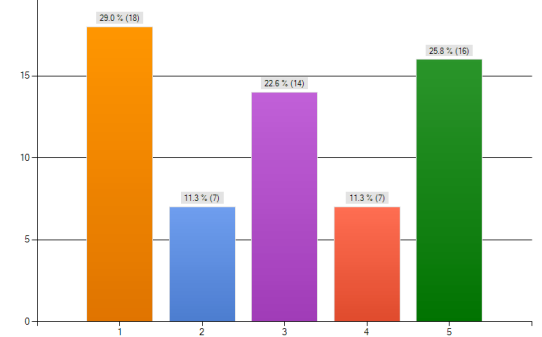
Seaplane Lagoon Waterfront Park & Promenade

ELEMENTS

Question 1e - How important is it to include a New Ferry Terminal?

(1 - not important, 5 - very important)

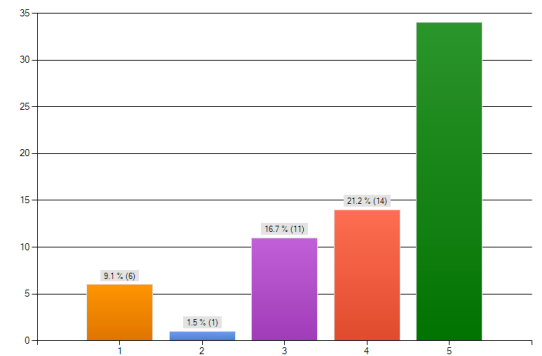
1	2	3	4	5	Rating Average	Response Count
29.0% (18)	11.3% (7)	22.6% (14)	11.3% (7)	25.8% (16)	2.94	62
answered question						62
skipped question						40



Question 1f - How important is it to include Water Access?

(1 - not important, 5 - very important)

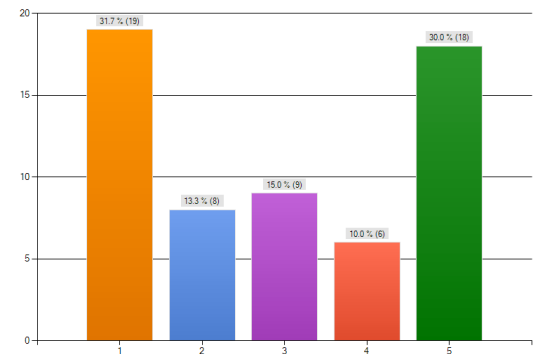
1	2	3	4	5	Rating Average	Response Count
9.1% (6)	1.5% (1)	16.7% (11)	21.2% (14)	51.5% (34)	4.05	66
answered question						66
skipped question						36



Question 1g - How important is it to include a Marina?

(1 - not important, 5 - very important)

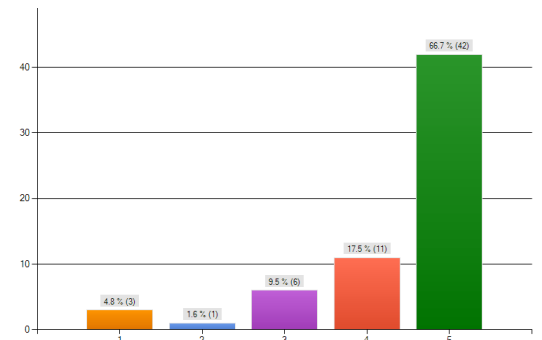
1	2	3	4	5	Rating Average	Response Count
31.7% (19)	13.3% (8)	15.0% (9)	10.0% (6)	30.0% (18)	2.93	60
answered question						60
skipped question						42



Question 1h - How important is it to include a Promenade?

(1 - not important, 5 - very important)

1	2	3	4	5	Rating Average	Response Count
4.8% (3)	1.6% (1)	9.5% (6)	17.5% (11)	66.7% (42)	4.40	63
answered question						63
skipped question						39



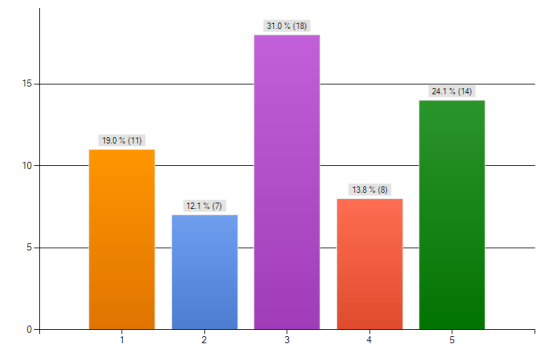
Seaplane Lagoon Waterfront Park & Promenade

ELEMENTS

Question 1i - How important is it to include History / Education?

(1 - not important, 5 - very important)

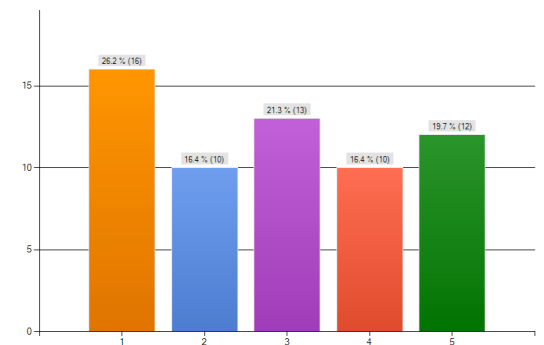
1	2	3	4	5	Rating Average	Response Count
19.0% (11)	12.1% (7)	31.0% (18)	13.8% (8)	24.1% (14)	3.12	58
answered question						58
skipped question						44



Question 1j - How important is it to include Public Art?

(1 - not important, 5 - very important)

1	2	3	4	5	Rating Average	Response Count
26.2% (16)	16.4% (10)	21.3% (13)	16.4% (10)	19.7% (12)	2.87	61
answered question						61
skipped question						41



Seaplane Lagoon Waterfront Park & Promenade

ADDITIONAL ELEMENTS

Question 2a - Is there an additional element that you think should be included in the Seaplane Lagoon Waterfront Park & Promenade?

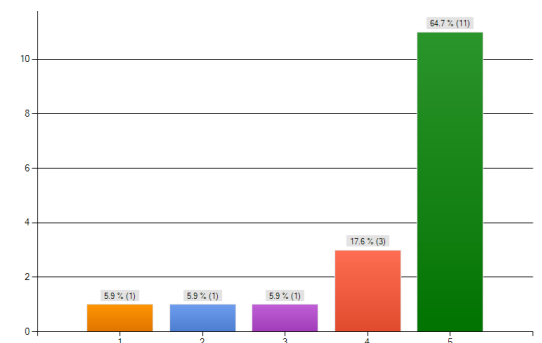
1. Boat House for interior storage of kayaks, dinghies and classes
2. desalinization plant
3. A controlled man-made fishery area.
4. Maritime school like in San Francisco where they have classes on small boats, boating safety, kayaking, oar making, etc.
5. Secure places for golf carts. Designated golf cart paths.
6. Bike trails
7. keep in mind it is very windy out there.....
8. protect wildlife
9. Partner with EBRPD
10. University of Alameda
11. walk and bike along promenade
12. "Water Access; Trail Paths Nature; Promenade; Northwest territories."
13. Protected nature area to west and north
14. Could combing Alameda Naval, Air, Art museumms in this area.
15. Parking
16. Beach, recreational area.
17. Non-motorized boats. Ferry stays where it is.
18. Open water swimming.
19. "Houseboats; Beach; Pleasant Piers"
20. Historic preservation-- the park should be designed to preserve views of the historic buildings next to it to understand the historic context of the seaplane lagoon.

Question 2b - How important is it to include the additional elements stated in Question 2a?

(1 - not important, 5 - very important)

1	2	3	4	5	Rating Average	Response Count
5.9% (1)	5.9% (1)	5.9% (1)	17.6% (3)	64.7% (11)	4.29	17
answered question						17
skipped question						92

NOTE: the figures shown above represent the average importance for ALL additional elements listed in Question 2a combined.



Seaplane Lagoon Waterfront Park & Promenade

ADDITIONAL ELEMENTS

Question 3a - Is there an additional element that you think should be included in the Seaplane Lagoon Waterfront Park & Promenade?

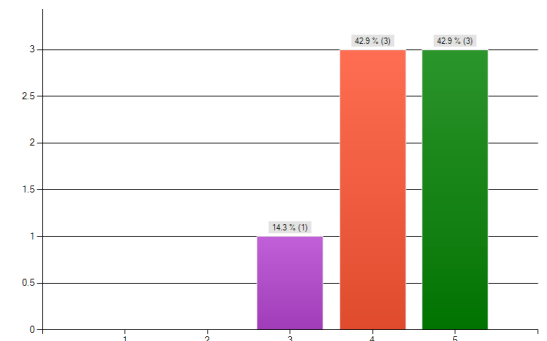
1. desalinization plant
2. A nature and/or ecology center (see Stough Canyon Nature Center in Burbank, CA).
3. Active Waterfront
4. Involve EBRP
5. Transportation
6. school

Question 3b - How important is it to include the additional elements stated in Question 2a?

(1 - not important, 5 - very important)

1	2	3	4	5	Rating Average	Response Count
0.0% (0)	0.0% (0)	14.3% (1)	42.9% (3)	42.9% (3)	4.29	7
answered question						7
skipped question						102

NOTE: the figures shown above represent the average importance for ALL additional elements listed in Question 3a combined.



Question 4a - Is there an additional element that you think should be included in the Seaplane Lagoon Waterfront Park & Promenade?

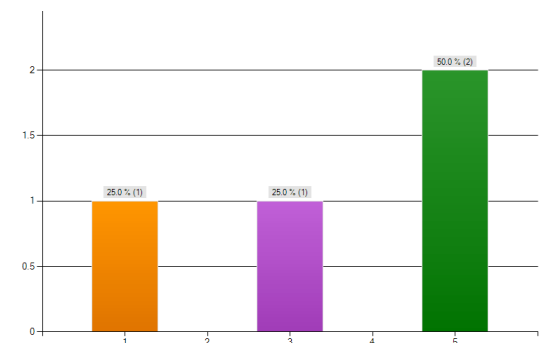
1. desalinization plant
2. Promenade, Mixed Use, and Water Access
3. Marinas (We have enough)
4. Impact on Neighborhoods
5. less is more

Question 4b - How important is it to include the additional elements stated in Question 2a?

(1 - not important, 5 - very important)

1	2	3	4	5	Rating Average	Response Count
25.0% (1)	0.0% (0)	25.0% (1)	0.0% (0)	50.0% (2)	3.50	4
answered question						4
skipped question						105

NOTE: the figures shown above represent the average importance for ALL additional elements listed in Question 4a combined.



4. Historic Character, Preservation & Adaptive Reuse

Reference

Adaptive Reuse of Historic Buildings

Prioritizing the Historic District

Reference

2006 PRELIMINARY DEVELOPMENT CONCEPT HISTORIC DISTRICT

Question 1a - What are the STRENGTHS of the 2006 Preliminary Development Concept Historic District Plan?

1. Retention of hangars
2. There are none
3. Retains most of the important structures
4. Keeping the hangars.
5. I am in favor of keeping the historical buildings.
6. retain the hangars
7. fewer useless buildings kept
8. Keeps most of Administrative Core.
9. Seaplane hangars
10. Historic building preservation is good!
11. Looks ok.
12. "It's good. 1. preserving as much historical buildings as possible that are on land most likely not to be in a flood zone. 2. It's good to reuse house facilities and possible basic food/grocery cleaners to sustain residents. 3. "Housing" for tourists that could learn from historic area could be using a reuse building and it would need parking space (i.e. hostile facility). 4. School group tours could use some slow "???" learn the history."
13. "Area west Hangers are rental we should support as historically and financially already positive. Offices housing will probably be sold to individuals who will remodel the inside with project control to retain the outside architectural integrity,"
14. Keeping the seaplane and land plane hangers (south and west)
15. Hangars (Explore how Richmond restored Kaiser shipyard building .)
16. Keep air terminal museum. Keep Hangars west.
17. The large area that will be retained that so many large buildings are being retained.
18. Maintains historic corridor. BEQ reuse and BOQ. Save 5 Big Whites. Incubator in BEQ.
19. Removal of Big Whites. Keeping large Hangars
20. keep em all
21. Good compromises allows for many options
22. Keep west area south hangars.
23. Clearly defining those buildings to be removed.
24. Good ideas
25. Keep and reuse old structures.
26. It did not happen.
27. Keeps Big Whites
28. Unique and historic buildings should be preserved.
29. limited change in current layout
30. Don't like this one at all
31. That all of the hangars are retained.
32. Maintains Axis of original design and some of the contributing historic structures.
33. There is no possible way you can save those buildings.
34. Fewer buildings to restore and retain. Keep the ones in use or very high potential for reuse.
35. NONE
36. Retention of the hangars.

Reference

2006 PRELIMINARY DEVELOPMENT CONCEPT HISTORIC DISTRICT

Question 1b - What are the WEAKNESSES of the 2006 Preliminary Development Concept Historic District Plan?

1. Removal of Big Whites
2. Neighborhoods are not integrated with historic district
3. Removes BOQ (17) and Big Whites. There are some interesting adaptive re-uses for the BOQ and the Big Whites are popular places to live as well as a beautiful reminder of WWII lifestyle. Also, Air Traffic Control Tower is not protected for retention.
4. I would be curious to know why the BOQ and the Officers' Housing (Big Whites) is being removed. It seems like there should be a strong justification for removing any historical building.
5. removing big whites, retaining CPO Housing
6. Demolishing the big whites, the BOQ and building 5. they have no imagination or sentiment for the past.
7. removing the BOQ
8. Retains CPO housing. Removes big whites.
9. They proposed to destroy 18 historic Officer's quarters, the BOQ, warehouses 91 and 92 and building 5. Bad form
10. based on information provided. absolutely no information on why the buildings were chosen.
11. BOQ should be kept iff economically advantageous. Not sure all hangers need to be kept; depends on economics.
12. Residential development
13. It would be good to save the "Ranchettes" residences even though not historic.
14. Require expensive upgrade.
15. "1. Save building that could be of use ti business, (some that have not yet been spoken for-keep option ""open"""). 2. Electric shuttle bus needed to get around."
16. More adaptive re-use and preserve historic buildings
17. Include Big White
18. "-Remind the Big White=bad; -Removing the BOQ=bad; -I like the shops building that is concrete. Probably building 9-i'd like to see it reused as work/live.; -Better to keep hangers 11 and 12 and the Flight control tower #19.; -I'm concerned with development between seaplane Logan and Seaplane Hangars."
19. Doesnt keep BOQ
20. Dont remove BOQ etc building.
21. Removes BOQ. Removes big whites.
22. Im attached to the big white because it indicative of the whole era, but...Bottom line: I am in favor of reusing everything in this historic district rather tat building. I understand that way not be feasible.
23. Loses BOQ.
24. Keep BOQ
25. Removal of 22 and 23
26. dont remove
27. Greater use of waterfronts
28. Keep BOQ's for senior housing. Remove Petty Officer Housing. Keep Big Whites
29. I think all the buildings selected by the 106 committee should remain.
30. Not clear why the two-story Officer's Housing are listed for removal, Is there a structural reason they cannot be rehabilitated.
31. Loss of "Big Whites".
32. Throw it away.
33. Demolishes historic structures. Losses character & national register status.
34. Flight tower left out. This is important historically and symbolically.
35. "Destroys too many buildings. Keep the shops area, jobs."
36. Many historic contributors are lost, including the BOQ and the Control Tower.
37. "Calls for demolition of contributing historic structures which may be preserved. Allows excessive development opportunity for new structures which would dilute the historic character of the district. Inconsistant with the Secretary of the Interiors Standards. Missing historic designations being made by the current Navy study."
38. Too many to list
39. Historic preservation of unused buildings is enormously expensive. A lot of vandalism has taken place. I volunteer at Angel Island. Preservation cost \$\$\$\$.
40. There is no aesthetic or economic logic to retaining 95% of the old buildings on the Point.They were designed for a very limited and utilitarian purpose.They have served that purpose.They would stick out like a sore thumb in a beautiful Alameda Point.Lets face it --they are ugly!
41. Removal of too many historic resources. History should be the basis for future planning, not costs to maintain.
42. Decimation of the core district and removal of most of the Big Whites.

Reference

2010 MEASURE B HISTORIC DISTRICT

Question 2a - What are the STRENGTHS of the 2010 Measure B Historic District Plan?

1. Keeps Big Whites
2. Keeps BOQ and most of the Big Whites
3. Retaining the Big Whites.
4. I would be in favor of keeping the historic buildings.
5. They are keeping more of the historic buildings
6. Retaining the Big Whites
7. Removes CPO housing. Retains big whites.
8. Keeps meaningful buildings that reflect the historic nature of the area. Buildings that add to the visual uniqueness of the plan. Allows for an actual plan, that can create a development that will attract business and residents.
9. Keeps some Big Whites.
10. Saves "Big Whites" and some contributing historical buildings.
11. Relocate Museum. Should not be historic if unuseable.
12. Nothing. More adaptive re-use.
13. Good that it kept the Big White, BOQ, BEQ, Admin Core.
14. What happened to the Olympic Rool and cor it be resurrected? Keep "chapel" Building 94 BOQ.
15. Keeps BOQ and keep Big Whites.
16. Not losing much that retains the big white.
17. Good Compromise on space. BOQ back in plan. BOQ for VETS VA.
18. CPO removed
19. Where is the control tower to be relocated?
20. keep em all
21. Nothing
22. Keep Big Whites. Remove PO Housing. Keep Admin Building for reuse as office building
23. Better plan than 2006
24. Defining specific buildings for removal.
25. None
26. Retains Big Whites.
27. Keep all usable Historic structures and non historic if economically viable.
28. Keeps big whites.
29. Ugh!
30. Not much.
31. Keep historic buildings.
32. It retains the BOQ's and the big whites which can be re-used. It removes the shops area.
33. Good
34. There are no strengths.
35. Maintains Axis of original design and more of the of the contributing historic structures than the 2006 plan.
36. Smaller district than the PDC however I dont think they can pay to save all those buildings?
37. Bldgs. 8, 9, 91, 92 probably should go. (wood-frame not historically significant.
38. Preservation of Officer's Housing
39. Retention of the Big Whites

Reference

2010 MEASURE B HISTORIC DISTRICT

Question 2b - What are the WEAKNESSES of the 2010 Measure B Historic District Plan?

1. Removal of hangars and Chief Petty Officers' Housing
2. Air Traffic Control Tower is not protected from removal. Building 77 should remain as the museum. All hangars should remain, especially the land hangars as they keep the buffer zone for the least terns.
3. Too many historical elements are removed.
4. removing the two land plane hangars and sea plane hangars
5. but want to demolish building 5, the 29 chief's quarters and the terminal building.
6. Removing the hangars
7. They proposed removing hangars 22,23, 40, 41, building 5, the Air Museum building and the CPO housing
8. Big whites will be a financial drain, are not built to be livable.
9. West hangars should be kept?
10. "Removal of hangars; Residential development"
11. Doesn't save enough contributing historical buildings.
12. Too much destruction.
13. Too much removal.
14. Why destroy buildings currently in use?
15. THIS IS BAD: Removal of 40 and 41, 77, 11, 12, 22, 23. Why is building 19 to be relocated? This is important building in that location to keep.
16. Remove air terminal (museum). Removes half hangars west.
17. Too small and chipped up.
18. Big whites must fill land unsavable. Hangars better for land use.
19. Keep the original terminal (77). Keep Building 41. Eliminate Big Whites. Keep 22 and 23
20. The big whites, except the admiral's house, should be removed. I don't know what No. 17 building is, but probably should be removed.
21. retain, don't remove Chief Petty Officer Hangars! Offices Bathhouse Pool
22. Meant to make money for developer. Far too much housing.
23. Keep west Hangars
24. I think all the buildings in the 106 committee selection should remain.
25. Not clear why the removal of the single story housing is proposed.
26. Reduces Buffer for Least Terns.
27. Eliminate new housing component.
28. Demolishes historic structures. Losses character & national register status.
29. Ugh!
30. Plan too many houses.
31. Removal of hangars, air control tower, many more important buildings. The line of hangars on both sides must stand, and the control tower or the base loses its historic relevance.
32. "Calls for demolition of contributing historic structures which may be preserved. Allows excessive development opportunity for new structures which would dilute the historic character of the district. Inconsistent with the Secretary of the Interiors Standards.; Missing historic designations being made by the current Navy study."
33. Too many historic buildings
34. Keep 40, 41 and 77. I understand 40 and 41 are in use, and all three have some unique historic significance.
35. see answer 1B above
36. Removal of more historic resources than the 2006 plan.
37. Removal of the Air Terminal Building and 4 hangars.

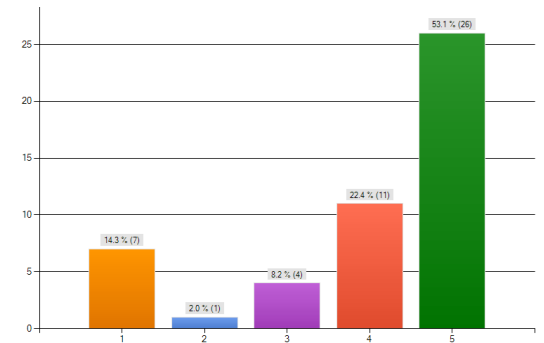
Adaptive Reuse of Historic Buildings

HANGARS AREA WEST

Question 1a - How important is preserving the Hangars Area West sub-district?

(1 - not important, 5 - very important)

1	2	3	4	5	Rating Average	Response Count
14.3% (7)	2.0% (1)	8.2% (4)	22.4% (11)	53.1% (26)	3.98	49
answered question						49
skipped question						46



Question 1b - Any ideas for the adaptive reuse of buildings in the Hangars Area West sub-district?

- Current uses plus brewery
- Movie studios/sound stages. Event buildings like described in Parks section of this survey, Museum with space for traveling exhibits like what currently goes to the Metreon in S.F. An IMAX theater.
- I would keep St. George's Spirits
- light manufacturing, Lowe's/Home Depot or Big Box Bldg.
- 1 very important. They are very usable buildings and form an important buffer to the bird sanctuary.
- These buildings are in demand and can be leased to create a money stream.
- Avoid tenants that produce toxic byproducts. Groundwater and air pollution must be avoided.
- Start by following the path of existing reuse.
- A large building desired by progressive industry.
- Keep. #1
- Big company, manufacturing
- But I think it's most important to keep the hangars closest to the flight control tower because they are functionally related.
- Divide Building as necessary
- Can't we keep what's there?
- Movie Studios, Light Manufacturing, and Entertainment Venue.
- Hangar 20 and 21
- Ideas already in place. Consider vertical uses with big Hangars.
- Continue to lease these buildings. Serve as buffer to wildlife.
- Very important
- "light industry; sustainable energy"
- "light industry; sustainable energy"
- It seems that a "spirits" district is developing which produces some jobs and revenues. Long term buildings can be converted to light industrial with solar panels on roofs.
- waterfront should be used for restaurants parks and other public access uses
- Keep all
- Business uses & long term leases - purchase options. Create incentives for commercial tenants. Combine bldg # 5 & 400/400a into a unique shopping center with unusual businesses - Not bldg change.
- Light industry.
- Keep them, they are leased and doing well.
- Light industry.
- Re-use existing buildings.
- more of the same
- Light industry, movie industry, warehouses, retail.
- I think the leasing potential is clearly demonstrated, and would be greater with infrastructure improvements. In addition to the wines and spirits businesses, movie studios, entertainment venues (see the Ford Assembly Plant in Richmond), offices, and light assembly plants could be used.
- "Industrial, Storage, Laboratory Large Retail. Sell or lease the buildings individually. Use proceeds for infrastructure & redevelopment costs."
- We need the income from these buildings.
- More artisanal uses like St. George, et al, that both make light industrial usage of the site and create a destination point for tourists.

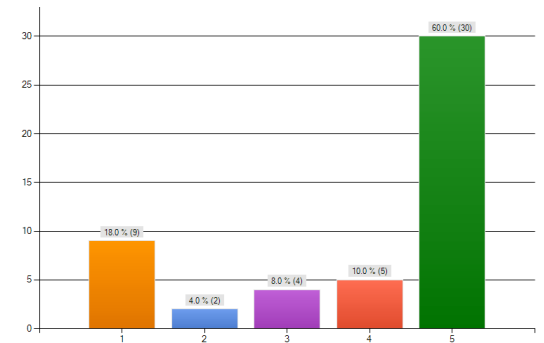
Adaptive Reuse of Historic Buildings

ADMINISTRATIVE CORE

Question 2a - How important is preserving the Administrative Core sub-district?

(1 - not important, 5 - very important)

1	2	3	4	5	Rating Average	Response Count
18.0% (9)	4.0% (2)	8.0% (4)	10.0% (5)	60.0% (30)	3.90	50
answered question						50
skipped question						45



Question 2b - Any ideas for the adaptive reuse of buildings in the Administrative Core sub-district?

- Offices and housing
- College campus - if not UC Berkeley then another school. BEQ could be dorms, work-live, elder and youth hostels, boutique hotel. Pinball Museum? Negotiate with the VA to reuse the clinic (Bldg 16) as a clinic and build a new VA Hospital in space occupied by Buildings 114, 101, 73 a and b, 115, 130, 116, 8 and 92. If more space is needed, use space currently occupied by bldgs. 9 and 91. This plan would reduce the VA's expense for infrastructure needed to build a clinic and OP Surgery Center out in the NE Territories. Also, cost of siesmically upgrading SF VA Hospital. VA is opposed to this because congress has already approved money for the current plan and they fear losing it. While congress wants to reduce the deficit, it has an obligation to serve the veterans. This area would also be easier for veterans to access. The hospital could be used by Alamedans instead of siesmically upgrading our current hospital and would be an ideal location to train young people for healthcare careers and employ them.
- multi-use
- College, summer camp (football, soccer, cheerleading)
- This is one of the best examples of the Moderne style of architecture.
- Every effort must be made to retain the BEQ and BOQ.
- Business park.
- BEQ and Admin buildings are worthwhile, as are a few others, but many of these buildings contribute very little.
- BOQ for senior housing, as has been proposed.
- Use the buildings for small commercial office space
- Very worthwhile to keep.
- Keeping the Trojan horse on the buildings administration office the front gate theme of area.
- The bachelor enlisted quarters as beautiful motel.
- Priorities would be Building 1, BEQ; BOQ is lower priority, since it is not the mall. (Building 115, 130, 135, 137 could go). Reuse BEQ-college, monastery, private school? hotel, conference center? Could BOQ be used as senior assisted living? Get an exception to Measure A to reuse some buildings as apartments and condos and senior housin.
- Housing for retired vets? Student housing for some fantastic educational enterprise connected to global warming? Put the museum in here somewhere.
- Admin-School-Business Center. Building 3-Pacific Pinball Museum. BEQ-live/work
- Senior Housing
- Save swimming pool, Bachelor officers' quarters Administration Buildings.
- Possible housing for older population and VA.
- Adaptive reuse of these buildings.
- "higher education; office; BEQ dorms, hostel; BOQ senior housing"
- "BEQ senior housing; BOQ hostels; higher education classrooms"
- Except for the Administration Building (future office/retail space) the other facilities should be removed.
- "Senior housing - BOQ; BEQ - Boutique Hotel, Youth and Elder Hostel, work live, Restaurant in #3"
- Offices, live work, senior living. Give potential tenants long term rent credits to offset repair and restoration costs.
- Senier housing, offices, dorms, live work.
- "Administration Building - Offices or schools.; BEQ - Youth or elder hostel and college dormitories.; BOQ - Senior housing, offices."
- Offices, senior center, open space.
- Re-use all existing buildings.
- convert to office buildings, leave open space as is.
- Senior housing, low-income housing, motels, city offices.
- The administration building has adapted beautifully to offices-- City Hall West. The BOQ could be used as senior housing -- assisted living, adapted for multifamily housing. I am not familiar with the condition of the BEQ, but the same uses would apply.
- "Office, Housing including Senior or Assistive Living, Educational or Research Campus.; Sell or Lease the buildings in small groups or individually. Use proceeds for infrastructure & redevelopment costs."
- Would like to see the BOQ used as senior housing a la Cardinal Point.

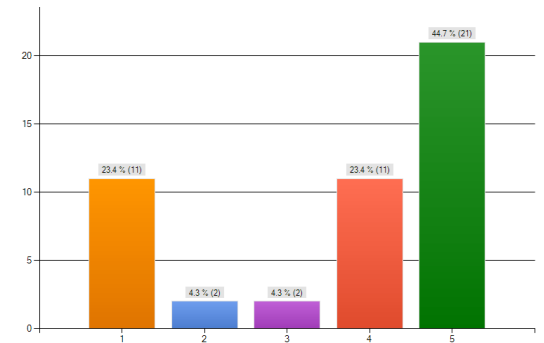
Adaptive Reuse of Historic Buildings

RESIDENTIAL AREA

Question 3a - How important is preserving the Residential Area sub-district?

(1 - not important, 5 - very important)

1	2	3	4	5	Rating Average	Response Count
23.4% (11)	4.3% (2)	4.3% (2)	23.4% (11)	44.7% (21)	3.62	47
answered question						47
skipped question						48



Question 3b - Any ideas for the adaptive reuse of buildings in the Residential Area sub-district?

- Housing
- Use them as they are currently being used.
- multi-use
- "Try to save the Big Whites. The other homes are old and have no value"
- B&B
- Very important.
- Every effort should be made to retain these historic structures.
- Residential
- Keep what makes sense. No more.
- ripping it all down and replacing it with housing that people actually want to live in.
- Museum in Admiral's house.
- Continue infrastructure.
- Keep this beautiful building: Officer's Housing
- Best to keep Big Whites. Petty Officers Houses=less important
- Dump there and replace them with amphibious buildings that stay on the ground when water is low and float when the water is high (like in Amsterdam).
- Keep the Admirals House and a few officer house 1 CPO. Move them to a spot on solid ground. Eliminate the rest feature Admiral's house as Jim Morrison's House.
- Remove the big whites, except the admiral's house because they are too outdated and contaminated to restore.
- Fix them up and keep them
- Big Whites Chief Petty Officers Housing.
- No reason to tear these down
- Keep Big Whites and Remove P.O. Housing.
- Retain and upgrade as needed.
- housing -- but Alameda already more than shoulders its fair burden of apartment buildings and related traffic
- Sell and use to pay of whole land form Navy.
- Sell off these properties to home owners to help pay for purchasing the Point from the Navy.
- Single family to continue.
- Sell and encourage home ownership.
- Sell them to creat revenue
- Keep these buildings.
- senior housing for single story.
- They're being used right now and are bringing in revenue. Why destroy them?
- The Big Whites should be saved in their entirety and reused for single family homes. The other housing-- not sure what would be best for these small homes, I don't think preservation as important here.
- "Residential. Sell or lease the housing units individually. Use proceeds for infrastructure & redevelopment costs."
- I am told the "Big Whites" are in a flood plain. It is a shame to lose the district. Can we afford to keep all of it? I believe we have a regional(?) mandate to house the homeless.
- Housing!

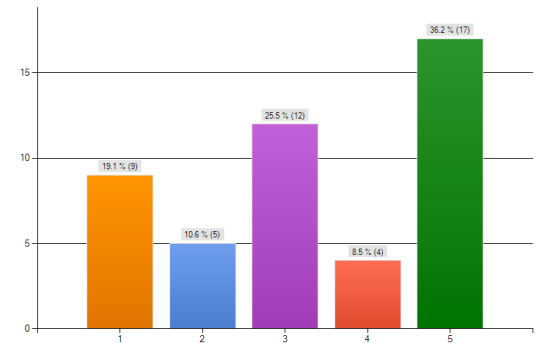
Adaptive Reuse of Historic Buildings

SHOPS AREA

Question 4a - How important is preserving the Shops Area sub-district?

(1 - not important, 5 - very important)

1	2	3	4	5	Rating Average	Response Count
19.1% (9)	10.6% (5)	25.5% (12)	8.5% (4)	36.2% (17)	3.32	47
answered question						47
skipped question						48



Question 4b - Any ideas for the adaptive reuse of buildings in the Shops Area sub-district?

1. Warehouses
2. Light industry, environmental industry and alternative energy industry
3. Artists live work lofts
4. Live/work, artists studios, warehousing
5. Building 5 is very usable and should be retained. We don't have 20 million to tear it down and haul it away.
6. It would cost 20 million to demolish building 5. The better approach is to paint over the asbestos paint and reuse the building.
7. light industrial
8. Save Building 5 for mixed use. Reuse storehouses - producing income.
9. Lease some. Let buyer replace bad building.
10. Would like to reuse as a community/co-ops stores.
11. Manufacture
12. Love this building-can it be reused? as live/work or offices? Love the fire station (Building #6) and Power Housing #10. Building 5 is huge-would there be any light industrial reuse? Could be more of a problem to find a tenant and use. I did not feel strongly about keeping it. Indoor mall? Move the Alameda Point Antiques Building 5 Fair Market. Make building reuseable for light industry. I don't feel strongly about 91, 92, 114. Look at how McClellan AFB near Sacramento historic buildings were reused for industry and offices.
13. Richmond Ford. point develop
14. Keep these-who needs informaty? These buildings are huge-what about leasing to companies who need space-RTD. Building 5: develop it like chelsea market in NYC-restaurants etc
15. Building 5 could be retained if it can be restored in a way that is beneficial to the community and fits into the human scale character of the surrounding redevelopment.
16. General Storehouse, Bladium, and Packing Shipping Storehouse.
17. Fantastic possibilities for reuse.
18. Adaptive reuse of Building 5 and Warehouses. Building 5 might be refurbished as a corporate H.Q., or produce distribution facility; collectable auction area.
19. light industry
20. light industry
21. Companies who make alternative forms of energy. Light industry. Move walls from #5 back to building #400 & demolish #5. Due to toxicity plant shrubs over space where #5 is.
22. Shopping Center of small businesses and stores. Not Big Box.
23. Light industry.
24. Light industry, green encouraged.
25. "Light industry - Green Businesses; Open up leases; Option to buy with refurbishment agreements.; Retail"
26. Keep buildings.
27. convert to stores
28. Similar to their former uses-- warehouses, industrial use best.
29. Industrial, Storage, Office, Educational or Research campus. Sell or Lease the buildings in small groups or individually. Use proceeds for infrastructure & redevelopment costs.
30. Only if it is in use, not too contaminated. Building 5, e.g., is a grossly contaminated industrial site and should go.
31. Light industrial.

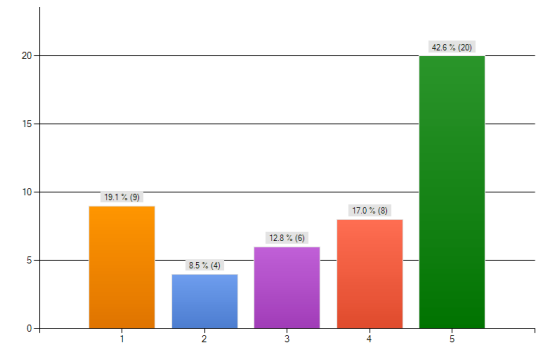
Adaptive Reuse of Historic Buildings

HANGARS AREA SOUTH

Question 5a - How important is preserving the Hangars Area South sub-district?

(1 - not important, 5 - very important)

1	2	3	4	5	Rating Average	Response Count
19.1% (9)	8.5% (4)	12.8% (6)	17.0% (8)	42.6% (20)	3.55	47
answered question						47
skipped question						48



Question 5b - Any ideas for the adaptive reuse of buildings in the Hangars Area South sub-district?

1. Brewery. Live-work
2. Building 5 should go. Use Building 39 for marine related industry, keep Bladium in 40 and ANAM in 77. Convert 41 into air museum moving vintage planes from Oakland into this hanger. Promenade, paths, etc could be close to water edge and a marina with boat house (maybe building 39). Alternative energy companies in areas where buildings 5, 11, 400 and 12 currently stand
3. restaurant, brew-pub, warehousing, wine making and/or beer making for individuals, museum, storage
4. Very important to reuse these buildings.
5. Extend the length of the leases and reuse the buildings.
6. light industrial
7. retain those hangars that can economically be reused as mixed use retail/office/residential.
8. Use businesses like Bladium and existing businesses as starting basis for mixed use. Building 41 will be cleaned up for use as other hangars. Building 77 should be use as a museum, and in any event preserved for its historical value
9. lease good buildings. Clean up south of lagoon.
10. Park area to see blue Angels when they are in town, fourth of July fireworks. Picnic with SF view.
11. For the Alimfies, view of the bay bridge, shops area
12. "All the seaplane hangars should be kept. Along with the flight Control tower-a very important view to keep intact. Remove 400 and restore hangars 11 and 12. keep 39, 40, 41. Reuse as light industrial or any use.; -Important to keep the area between the seaplane hangars and the lagoon as open space, but build up-the view is important. Add the Flight control tower to this sub area? Keep the focus on Bay and Lagoon - don't allow development to turn its back on it like the post office."
13. Richmond Ford.
14. Terminal-keep it! Keep bldg 41!! Put a nice restaurant
15. Save 77 and 41
16. These hangars are too large a scale to be compatible with the proposed mixed use in the area.
17. Create an EBRPD around seaplane lagoon ala Part of Oakland middle Harbor Park b/c it is full of radium and is already as clean as the Navy can get it. Develop the south training wall (1870s) to complement.
18. Why tear them down? They have great history and can support multi-uses.
19. Could demo these buildings. Park/Marina near seaplane lagoon. Upscale housing where hangars are or mixed use residential/shopping, not multi-story apts, condos, row-housing
20. waterfront should be used for restaurants, parks, high end hotel and other public access uses
21. "Maritime Use. Make #41 an air museum with planes by Oakland Airport."
22. Retain Bladium.
23. Keep all seaplane hangars light industry.
24. "Maintain all hangars - great visual rhythm. Keep Naval Air Museum and give them adjoining building for storage."
25. "Retail shops; Ferry Dock"
26. Re-use existing buildings.
27. Similar to the other hangar area-- all uses possible but must have long-term leases available so improvements can be made. Infrastructure needs.
28. Public functions, museum, parkland utilizing water access, light industry, research. Sell or Lease the buildings in small groups or individually. Use proceeds for infrastructure & redevelopment costs.
29. 77 is historic. 41, though not leased, is potentially usable.
30. Office campus

Prioritizing the Historic District

Question 1 - Rank the overall importance of the five sub-districts.

(1 - most important, 5 - least important)

	Hangars Area West	Administrative Core	Residential Area	Shops Area	Hangars Area South	Rating Average	Response Count
1	21.6% (8)	29.7% (11)	35.1% (13)	0.0% (0)	13.5% (5)	2.54	37
2	30.3% (10)	33.3% (11)	15.2% (5)	9.1% (3)	12.1% (4)	2.39	33
3	34.4% (11)	15.6% (5)	21.9% (7)	12.5% (4)	15.6% (5)	2.59	32
4	3.4% (1)	17.2% (5)	17.2% (5)	27.6% (8)	34.5% (10)	3.72	29
5	10.7% (3)	0.0% (0)	17.9% (5)	50.0% (14)	21.4% (6)	3.71	28
answered question							38
skipped question							57

Question 2 - Additional Comments?

- I'm not able to rank them. I think they are all important.
- I don't think anything but the big whites are worth worrying about.
- This is not fair. we need to save them all.
- Not fair to make us choose between the historic buildings. They all need to be reused.
- we're not building a museum. save buildings that can truly be reused, but don't overburden the plan with old, dilapidated buildings that will only drag the project down
- Hangars Area West and Administrative Core equally important.
- Hangars area west, Residential area, and Hangars area south identified as most important. Administrative core and shops area identified as second important. Shops Area: Preserve buildings if feasible.
- The lagoon is a given times it can be a jewel. A concentration towards jobs would make it better for residents of Alameda to walk or bike to work-Eliminating traffic congestion regarding ingress and egress problems with our neighboring communities.
- "Could a branch library be inserted into one of the seaplane hangars? This has been done at the Hamilton Field, Novato.; Open space or playing fields between seaplane Lagoon and Seaplane Hangars.; Need senior housing.; For me its not so much about preserving specific sub-districts or not--its more about specific buildings and settings. Focus on lite industry-less on large commercial development and new housing."
- I think we should preserve all we can! Much of study has already determined the historical significance. 1. Establis a VA hospital (affiliated with UC SF). All medical schools need a VA to train at. 2. Look into how Richmond restored large shipyard buildings at FORD Pt-perhaps in corp like Chevron would finance restoration in each for naming. 3. We need more data (already done!) There are already many structures extensively researched/documentated in 1990s for Historic Bldg List/National register eligibility in City of Alameda HAB's own documents (and Nacy Dept., Dept of Interior) 4. Preserve the Chapel (BLDG 94) as worship space
- For the rankings, I like Building 5 and other big building-reuse then industry retail. Inguard: keep out. can be made financially viable or is in the admin core or what is attractive, and dump the albatrosses. +1-3 big whites somewhere for historical purposes.
- Keeping open space is very important to me. Reuse of buildings is preferable to demolition. Museum for Dolittle, early aerodrome for Natural History. Hangar 41 could be used for airplane museum-possible collaboration with Western Aero Museum at Oakland.
- I don't understand the purpose of this question.
- Above Question. #2-Swimming Pool and #3-Houses. Also, bachelor quarters-hotels, apt.
- Rehabilitate Olypmic Swimming Pool and Reuse Preserve Buildings1, 2,3,4,65,193,30,31,,17,18,94,16,60
- "Above-All equally important.; Tear down those buildings that cannot be renovated. Don't listen to someone who just wants to make money on houses,"
- Retain control tower building as restaurant offices, meeting rooms art museums for example.
- Why did you reverse the 1 to 5 ranking system for this question?
- Housing after jobs - Develop light industry alternative energy generation all adoptive reuse of existing historic buildings such as barracks (wood). Develop these 1st - not housing. Save housing for after industrial commercial.
- Keep all usable older structures. No master developer. Alameda Point for Alamedans
- All are essential. Sell off Big Whites and other properties. Historical District. Parcels should require continued use of buildings. Restoration where required.
- All are important.
- Keep all historic areas.
- I think both hangar areas are equally important.
- All are essential to the NAS Alameda Historic District and sub-districts cannot be ranked relative to each other.
- Historic preservation is very expensive.
- History should not be ranked.

5. Transportation & Mobility

Building Consensus on Transportation Issues

**Assessing Potential Components of the Alameda Point
Transportation Strategy**

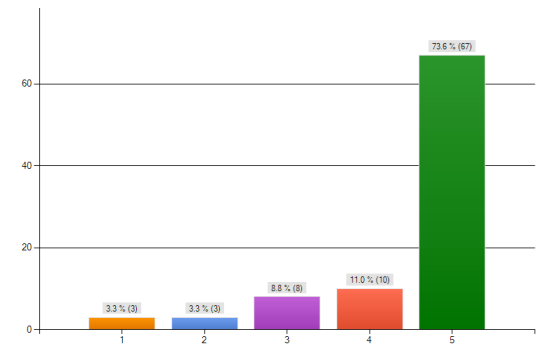
Building Consensus on Transportation Issues

TRAFFIC CONGESTION

Question 1a - How important is addressing traffic congestion at the tubes?

(1 - not important, 5 - very important)

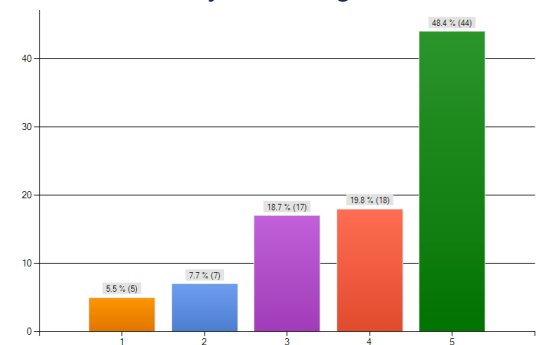
1	2	3	4	5	Rating Average	Response Count
3.3% (3)	3.3% (3)	8.8% (8)	11.0% (10)	73.6% (67)	4.48	91
answered question						91
skipped question						30



Question 1b - How important is addressing traffic congestion at other estuary crossings?

(1 - not important, 5 - very important)

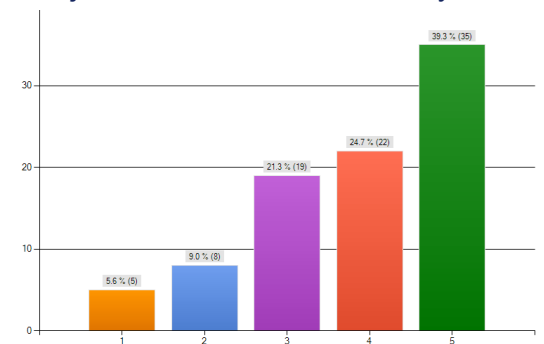
1	2	3	4	5	Rating Average	Response Count
5.5% (5)	7.7% (7)	18.7% (17)	19.8% (18)	48.4% (44)	3.98	91
answered question						91
skipped question						30



Question 1c - How important is addressing congestion at other major corridors within the City?

(1 - not important, 5 - very important)

1	2	3	4	5	Rating Average	Response Count
5.6% (5)	9.0% (8)	21.3% (19)	24.7% (22)	39.3% (35)	3.83	89
answered question						89
skipped question						32



Building Consensus on Transportation Issues

TRAFFIC CONGESTION

Question 1d - Any additional comments related to this issue?

1. Sounds good, but how do you accomplish it?
2. "Traffic levels are not an issue in Alameda - except for those who do not understand planning principles. Roadways and intersections operating at LOS D or E are fine - it means that they are being properly used, and capacity isn't being wasted. What is an issue is the idea that the west end could be redeveloped with no additional access points to Oakland being made. Many people must use the tubes, and if there is ever an accident, or if I-880 is congested, it often can make the tubes unusable.; Also, bike/ped travel through tubes is unreasonable! The path width is unacceptable, and the railing height is low for cyclists."
3. Increased traffic with development must make use of existing resources with reverse commutes. Any additional resources should start with increased number of ferries when Alameda ridership has maxed out the ferry service we already have.
4. I fear as time goes on the options for Public Transportation will diminish. Each day we see additional cuts in service in the entire Bay Area. We can't assume what exists today will be in place tomorrow. For Public Transportation to work it must be efficient and seamless. I don't see AC Transit as having the ability to provide this service in the future.
5. Building more than 900 homes at Alameda Point will create terrible traffic problems.
6. Don't build any more than 900 houses at AP
7. As time passes, congestion continues to grow in the Bay Area, attitudes will certainly change in regard to depending on the automobile for the primary form of transportation, and people will be more open to using alternate forms of transportation. This should be considered in transportation planning and planning in general. Designing without considering changing attitudes and uses will result in inadequate results.
8. "Traffic can be either a total pain, or a sign of a healthy community. Traffic because of the new Theater, for example, is great. ; Traffic on Fernside to serve the mess on Bay Farm is bad.; So, make a plan to promote the good traffic and not the bad."
9. Don't build so many houses and we won't have the traffic problem.
10. Can't do another crossing.
11. China Town congestion. In event of emergency evacuation would we be ready and able?
12. Congestion is the key issue when considering Point development. Minimize housing!
13. Congestion a concern but not likely to be solved. Need to keep it from further degradation
14. To reduce traffic congestion focus on creating neighborhoods where most residents are within 1/4 mile walking distances of critical local services and access points to local transit.
15. If designed properly, it won't be a problem.
16. This is most important problem to solve.
17. Congestion is a perception. If you travel at times that others don't, there is none.
18. the plan should not rely on routing traffic from the existing bridges through central Alameda to the Point. Existing routes through central and east Alameda primarily (almost entirely) go through residential areas and are overburdened already, not just in terms of congestion, but equally importantly noise. To the extent many more cars are anticipated a way must be found that they do not impact already over-travelled routes through residential areas such as Broadway, Encinal, Central, Otis, Santa Clara, Lincoln etc. Any plan must carefully explain how this is to be avoided. It seems likely that something additional will have to be done to ease the flow of traffic at both ends of the tube for this to work
19. Much worse at commute hours.
20. Seldom now a real problem future development will need to consider.
21. When the tubes are closed the feeder streets leading to the major corridors is an issue.
22. We need an additional bridge crossing on the west end. Move the Coast Guards largest cutters to the point to open up a bridge route across Coast Guard island.
23. Ped and bike safety issues are also a priority.
24. Stagger business hours.
25. Remove traffic impediments in w. Oakland (high st, fruitvale ave, park, bay farm.
26. Can an additional bridge be added from Alameda Point to West Oakland?
27. No problem if get businesses for traffic into Alameda in morning
28. The greater the residential population, the greater the traffic problem.
29. The consistent whittling away at A.C. Transit funding makes me wary of relying on an external public transportation agency as a magical solution to the transit demands created by increased housing. I really don't believe that "If you build it, they will come."
30. I like the ferry emphasis and we need more inter city transport options
31. Facilitate not limit use of cars

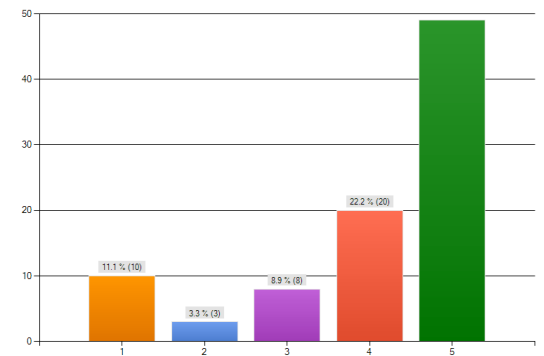
Building Consensus on Transportation Issues

IMPROVED TRANSIT SYSTEM

Question 2a - How important is it to emphasize bus transit to BART?

(1 - not important, 5 - very important)

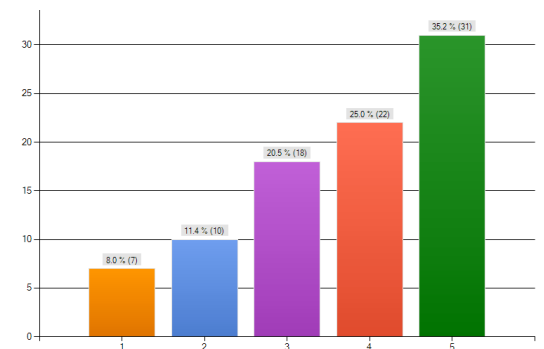
1	2	3	4	5	Rating Average	Response Count
11.1% (10)	3.3% (3)	8.9% (8)	22.2% (20)	54.4% (49)	4.06	90
answered question						90
skipped question						31



Question 2b - How important is it to emphasize ferries?

(1 - not important, 5 - very important)

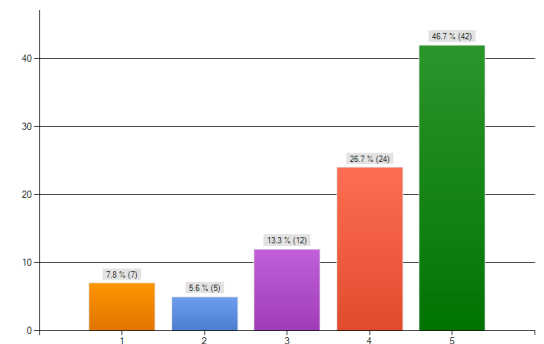
1	2	3	4	5	Rating Average	Response Count
8.0% (7)	11.4% (10)	20.5% (18)	25.0% (22)	35.2% (31)	3.68	88
answered question						88
skipped question						33



Question 1c - How important is to emphasize express bus service to San Francisco?

(1 - not important, 5 - very important)

1	2	3	4	5	Rating Average	Response Count
7.8% (7)	5.6% (5)	13.3% (12)	26.7% (24)	46.7% (42)	3.99	90
answered question						90
skipped question						31



Building Consensus on Transportation Issues

IMPROVED TRANSIT SYSTEM

Question 2d - Any additional comments related to this issue?

1. Sounds good, but how do you accomplish it?
2. The suggested RBT to BART described at city council meetings by consultants just makes for a traffic mess all over the island. Fewer people are commuting to San Francisco as jobs have migrated to places like Santa Clara so the Transbay Bus is no longer as important. Ferry rides are expensive. Transportation mitigation is best achieved by using Alameda Point for light industry and alternative energy generation.
3. The option is about 8000 more automobiles running through Alameda.
4. The express bus service to San Francisco has worsened significantly in the past few months, with many scheduled buses never showing. If Alameda is going to be an appealing location for commuters, public transit must be more reliable.
5. All of those things will not solve the problems at AP if there are 5,000 homes
6. Busses and ferries cannot be numerous enough or run often enough to handle traffic from AP if there are more than 900 houses.
7. We all want everyone else to use the bus....Duh....but few do. Don't forget this truth.
8. Could there be more parking than 300 spaces at the new ferry building.
9. Buses will go through Oakland (mostly) and this needs to be dealt with.
10. Zip cars
11. No AC transit! Weta Controls ferries, not us. Shuttles to Bart.
12. Ferries should have analysis of economic feasibility.
13. AC transit to ferry term is most important
14. No one uses the buses and they seem to increase com.
15. Need to get Alameda easier
16. Where are people going? Need to address where people are going
17. Ferry service too limited
18. Emphasize transit within island. That must be convenient to relieve congestion
19. ferries are luxury items
20. We need on-island small buses that quickly move 20+ riders to bus/ferry hubs which transport us to BART, Ferries or the SF Transit Terminal. Timing of service should be coordinated so that wait times at transfer points does not exceed 20 minutes.
21. It's important, but such arrangements are transitory in nature as they depend on commitments from other agencies. Those commitments can change. An emphasis must be placed on physical accommodations so that what happens on the Point does not negatively impact the rest of Alameda.
22. This is the most likely to help!!!
23. More water transport for bikes and pedestrians to from Oakland.
24. Mass transit options are needed.
25. Commuting assumes trips from Alameda all over bay area.
26. BART to north Oakland not south to Fruitvale
27. We don't need another ferry landing. We already have a good and well-maintained one on Main St.
28. Ferry service between Oakland and Alameda should be instituted, maybe even a car ferry similar to the Balboa Island Ferry. Residents could easily get to Amtrak and Bart if they could ferry across with their bikes to the stations.
29. Bus service goes through the tube and Oakland's Chinatown. Bart busses go across Alameda. The present ferry site on the estuary could be used more and parking expanded. AC Transit is financially struggling. Alameda cannot afford to start its own bus company.

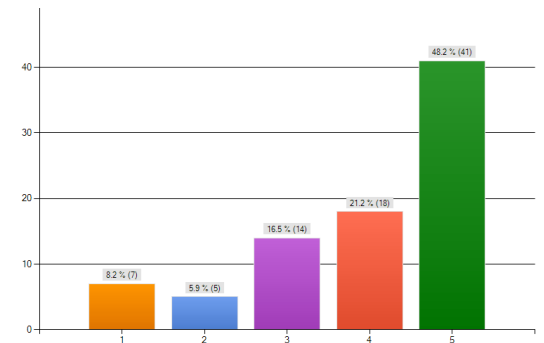
Building Consensus on Transportation Issues

RELANCE ON AUTOMOBILES

Question 3a - How important is it to encourage walking?

(1 - not important, 5 - very important)

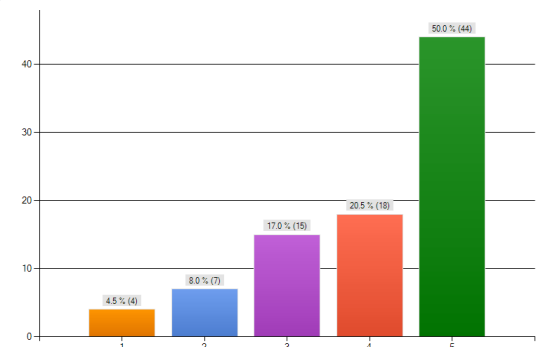
1	2	3	4	5	Rating Average	Response Count
8.2% (7)	5.9% (5)	16.5% (14)	21.2% (18)	48.2% (41)	3.95	85
answered question						85
skipped question						36



Question 3b - How important is it to encourage the use of bicycles?

(1 - not important, 5 - very important)

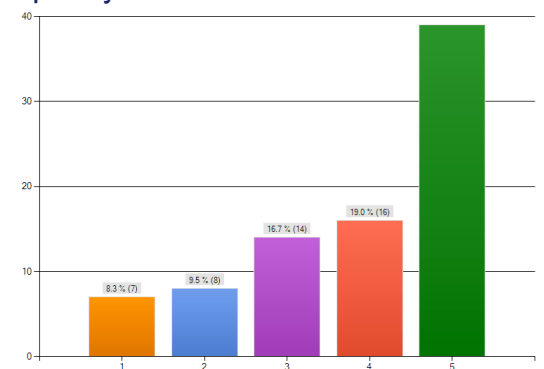
1	2	3	4	5	Rating Average	Response Count
4.5% (4)	8.0% (7)	17.0% (15)	20.5% (18)	50.0% (44)	4.03	88
answered question						88
skipped question						33



Question 3c - How important is to reduce the use of single occupancy vehicles?

(1 - not important, 5 - very important)

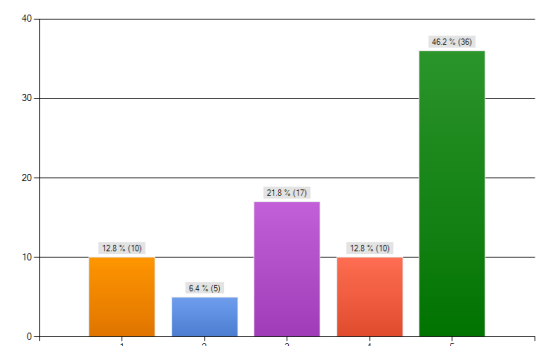
1	2	3	4	5	Rating Average	Response Count
8.3% (7)	9.5% (8)	16.7% (14)	19.0% (16)	46.4% (39)	3.86	84
answered question						84
skipped question						37



Question 3d - How important is to emphasize the implementation of transportation demand management?

(1 - not important, 5 - very important)

1	2	3	4	5	Rating Average	Response Count
12.8% (10)	6.4% (5)	21.8% (17)	12.8% (10)	46.2% (36)	3.73	78
answered question						78
skipped question						43



Building Consensus on Transportation Issues

RELIANCE ON AUTOMOBILES

Question 3e - Any additional comments related to this issue?

1. i think it is tantamount to the success of an traffic management plan to evaluate the other existing retail districts (owners/developers) adjacent to the AP development to determine how these areas can be brought in as partners in a larger "mini-regional" approach as they make plans for their future.
2. Sounds good, but how do you accomplish it?
3. "TDM not the main issue here... this is more useful in traffic impacted areas... the issue in Alameda is the INCONVENIENCE associated with non-auto uses. Bus is slow/infrequent, and bike/walk through tubes is unsafe/unhealthy. I read that a west-end estuary crossing alternative was proposed that would support ped/bike crossing, and transit crossing. Please support this option! Make sure that developers contribute to the funding of such a crossing!"
4. Less housing, less people to transport. I also think getting Americans out of their cars is not realistic. The region is not set up for non-automobile transit and this problem is much larger than Alameda.
5. As someone who alks and rides a bike through Alameda on a daily basis I don't think this city is there yet.
6. Public transportation is perfect for a small island like Alameda, but not many people take it because it is expensive and time-consuming. I would love to see Alameda follow Portland, OR's model of streetcars.
7. I think most of the new residents will work off island. Public transportation needs to be available for those who can get to work that way.
8. All of those things are important but will not solve the problem of traffic from 5,000 homes
9. What does on site retail have to do with anything?
10. None of these things will solve the overcrowded tunnel and bridges problem. Option 3d is especially useless. It is something that is currently being taught in classrooms but has no demonstrated effect in the real world. If you want people to get out of their cars, provide a faster or less painful way to get where they are going. Frequent Buses to BART yes. More AC-Transit, no.
11. People love their cars.....
12. "1) On site retail & other frequent services (e.g., post office, library), very important. 2) Although the rule I hear is that people will walk 1/4 mile, I think 1/2 mile is more realistic. Certainly my personal experience. I will walk a mile rather than drive in dry weather."
13. Single Motorcycles
14. A rear bicycle corridor , no stop signs, etc,
15. Unrealistic to do away with cars
16. old people dont walk as much
17. Workers with children will take cars
18. People steal bikes.
19. There is no guidance that we know how to get people out of their cars.
20. Some of us have no license
21. High Rai?
22. Bike and walk access to Oakland
23. Multi-model - complete streets. Very important
24. Some units to be built without parking spots-Some people want a car. Have 5 zip car city share cars and get rid of 30.5 parking spots.
25. Start with children; encourage bike riding to schools. Adults need to be role models to children; encourage non-auto transit through the role model concept.
26. It's also important to emphasize baseball and apple pie, but to the extent the plan relies on "encouraging" these things, it is likely that the impacts on the rest of Alameda will be understated and that the estimates of the effectiveness of these things to be encourages will be overly optimistic. What did city planners do to encourage more car poolers recently when the MTC began imposing fares on car poolers? Are the current plans based on new or old car pool statistics?
27. You don't solve traffic by increasing traffic problems.
28. This will have minimal impact.
29. Carshare?
30. Auto traffic adds emission problems
31. Encourage/require additional parking in new construction.
32. Commuting assumes trips from Alameda all over bay area.
33. New residents deserve parking a car for weekend trips and visitors
34. I don't see any less auto traffic in more dense areas like soma, plan for 2 per living unit.
35. I commuted 4.3 miles every working day across Alameda to NADEP. The bike racks were not full. It is not healthy to bike through the tube. Quite a few people car/van-pooled. Make bikes and car pools attractive; don't restrict parking to punish people. The surrounding neighborhoods will be flooded with cars.
36. I would not include large on-site retail centers as a TDM measure. That will usually lead to excess traffic to and from, rather than walking to services.
37. The reality is that many people do not work in areas that are accessible via public transit. My career has always been based in San Francisco, while my spouse is locked into the Silicon Valley. You can't force people to live in areas that allow them to walk, bike or take public transit to work. Thank goodness, because my spouse and I would have to split up!

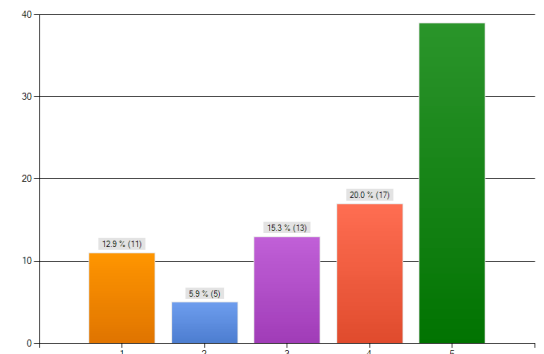
Building Consensus on Transportation Issues

JOBS / HOUSING IMBALANCE

Question 4a - How important is it to provide a balance of jobs and housing so that new residents are able to live and work in Alameda Point?

(1 - not important, 5 - very important)

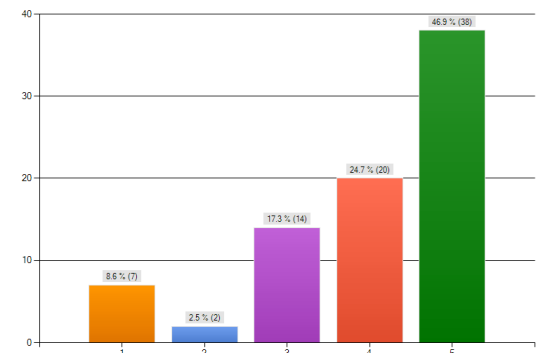
1	2	3	4	5	Rating Average	Response Count
12.9% (11)	5.9% (5)	15.3% (13)	20.0% (17)	45.9% (39)	3.80	85
answered question						85
skipped question						36



Question 4b - How important is it to provide a mix of jobs so that existing residents are able to work in Alameda Point?

(1 - not important, 5 - very important)

1	2	3	4	5	Rating Average	Response Count
8.6% (7)	2.5% (2)	17.3% (14)	24.7% (20)	46.9% (38)	3.99	81
answered question						81
skipped question						40



Building Consensus on Transportation Issues

JOBS / HOUSING IMBALANCE

Question 4c - Any additional comments related to this issue?

1. i don't think Alameda will be able to attract enough businesses with the high pay scales needed to live and work in the city even with millions of square feet of new commercial space at the Point. thus, i would expect that traffic reduction to be low as a result of more residents working on the island.
2. Sounds good, but how do you accomplish it?
3. "These are obvious good qualities of walkable, transit-oriented neighborhoods! We don't want a suburban style development! Planners please take charge and lead the way! Otherwise, short-sighted individuals will turn Alameda into a bedroom community."
4. Take care of existing residents before new ones.
5. Sounds great but I don't think it will happen.
6. I think you need to face up to the fact that alameda is a bedroom community.
7. Being able to walk to work or work at home is a wonderful dream but from what I have seen of planned communities, only about 15% actually can walk to work. The rest use their cars even if they have eco passes.
8. We don't want 5,000 houses. One to one jobs housing is not going to work. We will have too much traffic.
9. There is no evidence that people voluntarily narrow their job searches to the neighborhood where their house is. Quite the opposite is true. There is strong evidence that people get jobs where they can find them and live where they can afford to and that the two are unrelated.
10. do what makes market sense....., no need for empty commercial buildings, just don't tun the base into a housing getto..
11. existing residents of Alameda Point or all of Alameda?
12. How?
13. No new residents! City is ok which is large enough-need quarters to employ more of the 80k already here.
14. Need rental housing
15. More jobs-less housing
16. old people homes would be a plus. Not all people living near will work near.
17. Sounds good but providing jobs is predicted on the greater economy. Low housing emphasis. reuse
18. There is no guidance this workes
19. This is very exigent survival depends on it.
20. I think this is a red service. No "unknown word" effectiveness
21. 1. good idea, hard to legislate
22. People will travel to jobs, jobs shift
23. Important, but how do you accomplish exactly?
24. Mixed use is critical-may not keep everyone on the island
25. Increase jobs, reduce residential to bring counter commute into the point.
26. Selling this is a jobs provider for Alamedans is pie in the sky. However, it is important that the traffic flows not be all in the same direction at the same time. It would be a hideous mess if this turned into another suburb choked with traffic at the rush hours. By the way, have the planners taken the massive traffic backups on the Oakland side around the High Street and Fruitvale bridges, leading all the way to the entrances and exits to 880 (same on the Alameda sides of these bridges and at the Park St Bridge and the Bay Farm Bridge). These areas cannot absorb more traffic during peak hours (and there is no way to even out traffic over the day).
27. Fewer homes
28. It's unrealistinc to think those jobs will go to those already here.
29. This will only do so much.... but has a good chance to help.
30. We need to keep people on the island to relieve pressure on crossings.
31. Reuse existing structures (essental)
32. What jobs? Recession?
33. More Alameda residences = more traffic!
34. Nice goals. Hard to do.
35. Living and working in Alameda will come true for a small percentage of people. It will be a small part of the puzzel but not a large part of the solution.
36. I like the Community Reuse Plan with the emphasis on JOBS.
37. The former Naval Rework Facility should remain primarily a place of employment, not residence.
38. Jobs and housing balance works only if there is a fiscal nexus as well. If housing is expensive and jobs are lower wage, residents will commute out to higher paying jobs and workers will commute in from lower cost housing areas -- doubling trips rather than decreasing trips. I suspect any proposal will be for high cost housing and lower paying jobs. A decent cost nexus is that housing should cost 3X annual income. (\$100k income could pay for a \$300k house.)
39. THIS is NOT an Alameda Point issue this is a CITY of ALAMEDA issue of which the Point is a part we are NOT creating a new City this is a Neighborhood that needs to connect and support & be supported by the City as a whole!!!!

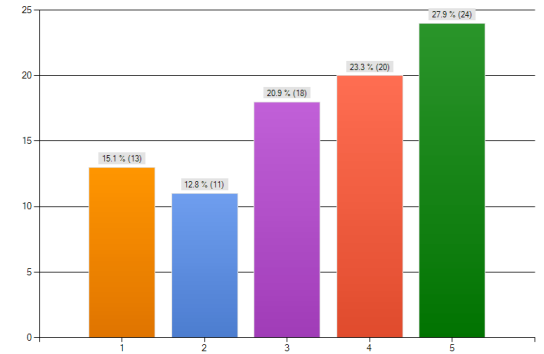
Building Consensus on Transportation Issues

CONNECTIVITY

Question 5a - How important is it to extend the City's historic street grid system?

(1 - not important, 5 - very important)

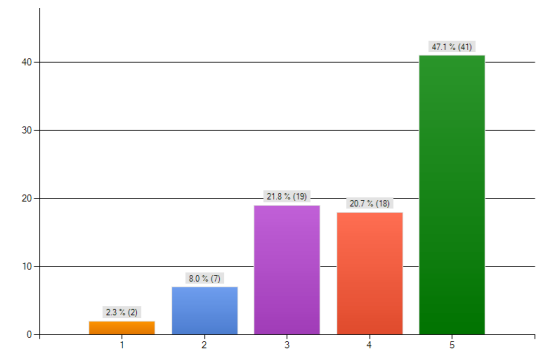
1	2	3	4	5	Rating Average	Response Count
15.1% (13)	12.8% (11)	20.9% (18)	23.3% (20)	27.9% (24)	3.36	86
answered question						86
skipped question						35



Question 5b - How important is it to emphasize a well connected bicycle infrastructure?

(1 - not important, 5 - very important)

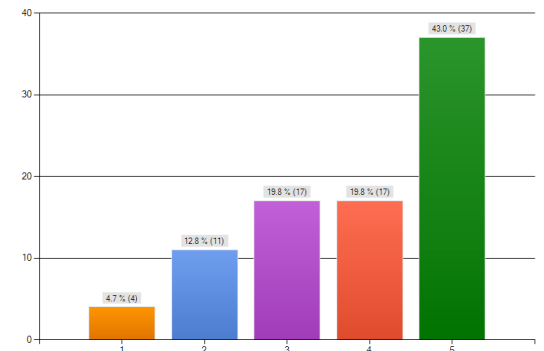
1	2	3	4	5	Rating Average	Response Count
2.3% (2)	8.0% (7)	21.8% (19)	20.7% (18)	47.1% (41)	4.02	87
answered question						87
skipped question						34



Question 5c - How important is to emphasize a well connected pedestrian infrastructure?

(1 - not important, 5 - very important)

1	2	3	4	5	Rating Average	Response Count
4.7% (4)	12.8% (11)	19.8% (17)	19.8% (17)	43.0% (37)	3.84	86
answered question						86
skipped question						35



Building Consensus on Transportation Issues

CONNECTIVITY

Question 5d - Any additional comments related to this issue?

1. Curved streets add interest.
2. Cost/Benefit Ratio Consideration
3. Real bike corridor.
4. very important!!!
5. China Town?
6. Emphasize a well connected pedestrian infrastructure-do bikes but not all cars. What does this look like? "historic grid system" does this mean the same old thing?-The usual city street. Configuration?
7. This is also important everybody walks at one time or another.
8. Posey Tube walk way or new bridge/tube
9. Retain the Alameda character to 25 mph limit mostly small bike and pedestrian friendly streets
10. Bicycle walking promotes fitness
11. Needs to have own sense of place but seamless connection to surrounding neighborhoods.
12. Its proven people will walk ten minutes to public transportation needs to be designed.
13. Include a cross-island transit system
14. using the existing grid is important. This should not be an out of place blob at the end of the island.
15. Look at blockages most occur at the exits.
16. This is all fantasy - You are fragmenting what should be an integration transportation
17. Build bike and pedestrian infrastructure early in the first phase so people will become accustomed to using it.
18. Walking bridges need maintenance
19. All related to each other. Hard to "out rank".
20. .
21. Potholes at NADEP discouraged bicycling. Decent surfaces, bike lanes, and secure bike parking would have helped.
22. A good test is to look at the historic parts of the city and note how many people are walking and biking -- usually very active. Then look at the newer developments. Virtually no one walks or bikes in these developments.
23. Add the neighborhood to the City!!

Building Consensus on Transportation Issues

ADDITIONAL TRANSPORTATION ISSUES

Question 6a - Is there an additional Issue you think should be considered for the transportation strategy?

1. Funding
2. I will re-iterate: There is plenty of room for Alameda to be well connected to regional transit through improved local transit, ped, and bike facilities. Alameda is dependent on single-occupancy auto because of the INCONVENIENCE associated with existing services and facilities.
3. I know the City of Emeryville has a service called the Emeryground. In lieu of substandard service of AC Transit something along these lines should be considered
4. Ferry service should be improved to provide people with another way off and on the island. Already the bridges and tube are congested.
5. Ferries, rail connection to BART
6. There is not any solution for 5,000 homes. People are going to use their cars. If you take them away then they will park in my neighborhood.
7. Traffic, traffic, traffic
8. Buses to BART is the only transportation improvement I support. Live/work housing and more AC Transit sounds good in planning textbooks but seldom works in practice.
9. Walking should be the basic element in designing for how people get about. The routes they use should be convenient, safe, and provide a pleasurable experience, provide for casual contact with people, and destinations should be within reasonable walking distances.
10. Don't build any more than 900 or 1400 homes.
11. Parking needs to be reduced. Low parking maximums
12. Long range, work to get a BART station under the Estuary that also allows free pedestrian & bicycle passage to Oakland. This would do more to get people out of their cars than any of the other proposals. Expensive, but compared to the BART airport connector, probably a bargain.
13. Separate Roads 2-Bicycle
14. Bicycle thoroughfares from existing housing to new jobs at point.
15. Congestion in Chinatown
16. Chinatown congestion
17. In emergencies
18. Congestion of entering 880 and China Town
19. Need another crossing or tube. No development until we get this!!
20. Congestion in China Town
21. Try to emphasize low traffic usage so keep housing units way down and emphasize adaptive usage
22. Move Coast Guard to Alameda Point.
23. conservation in China Town
24. Congestion in Chinatown
25. Move Coast Guard. Build Bridge in Alameda Point
26. Improve "on island" transit system
27. Internal transportation
28. The lack of funding is the major issue. We need to get back the money the federal government took from US.
29. Internal transit system
30. Need additional bridge or tube
31. Improve Transit within the island
32. (within island) Improve internal transit
33. Destination at the other end of BART must be accessible by bus!
34. Internal transit system
35. Improve inner city transit system
36. Assuring that a full range of services and activities is provided and that streets and pathways are safe and inviting to use at Alameda Point to reduce the desire to leave the City.
37. Shuttle to BART
38. Keep Residences to 1000 range to minimize traffic
39. Transportation improvements at Alameda Point should consider the entire island.
40. A locally imposed tax for personal use vehicles.
41. Consider some one way streets north and south

Building Consensus on Transportation Issues

ADDITIONAL TRANSPORTATION ISSUES

Question 6a Continued

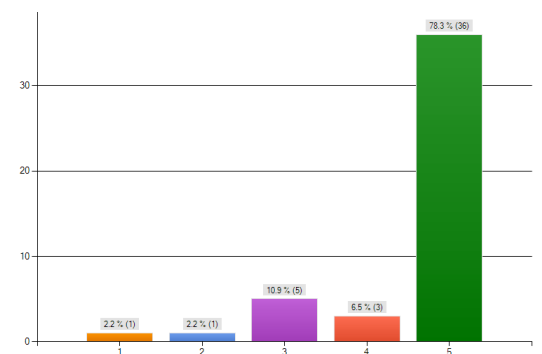
42. Deal with exits of all traffic exits-the Oakland side is critical to address the Oakland impacts on our exits.
43. Traffic growth - families will have children who grow up, get 2nd cars and add to congestion.
44. Safety for peds and bicyclists.
45. Return Lincoln to 4-lanes from west of Park St.
46. Congestion in Alameda City streets when 880 is backed up, thus driving commuters to Doolittle - Otis and through tube.
47. Do not "move" traffic south to existing bridges.
48. "Commercial/Residential Mix" larger number of residents may leave the island to commute to work, others will have a reverse commute onto the island to work. The mix of commercial vs. residential should be adjusted to insure this outcome.
49. Senior citizens may not be as able to use bicycles, public transportation or walking as youbnger people and need to be able to drive.
50. Bike lanes separated from car traffic so people feel safe-- examples abound in Germany and the Netherlands.
51. Encourage ferry usage, but even that is complicate by how easy and frequently they connect to public transportation from Jack London Square.
52. A defined in-city transit system would be helpful. The existing transit systems seem to be commute systems, which can also be used for in-city trips. But they do not seem to be attractive and fun ways for residents to get around town.
53. I really dislike the relocation of the ferry terminal in Measure B. I made the terminal virtually inaccessible to anyone other than Point residents. Keep it where it is!
54. An additional Tube, electric trolleys
55. Lanes through current tubes should not be limited to mass transit and impact the travel time of cars

Question 6b - How important is it the additional transportation issue listed in Question 6a?

(1 - not important, 5 - very important)

1	2	3	4	5	Rating Average	Response Count
2.2% (1)	2.2% (1)	10.9% (5)	6.5% (3)	78.3% (36)	4.57	46
answered question						46
skipped question						75

NOTE: the figures shown above represent the average importance for ALL additional elements listed in Question 6a combined.



Building Consensus on Transportation Issues

ADDITIONAL TRANSPORTATION ISSUES

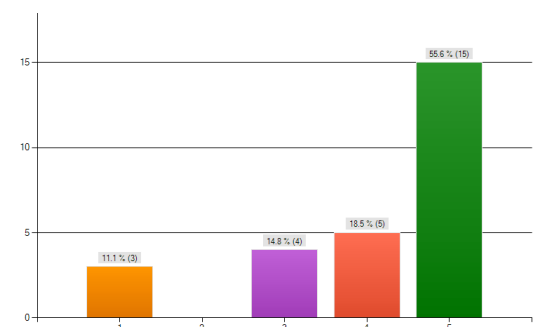
Question 7a - Is there an additional Issue you think should be considered for the transportation strategy?

1. Dependence on AC Transit
2. Consider streetcars or local buses (running only in Alameda).
3. Build fewer homes then there will not be a traffic problem.
4. I am hoping there will be an honest environmental appraisal of any plan that exceeds 900 homes.
5. Public transportation has to be readily available, safe, convenient and pleasurable to use.
6. Don't build so many residences.
7. street widths need to be minimized, creating slower, safer roadways that encourage pedestrian activity and connect neighborhoods. No Public Works inspired throughways!
8. Shuttle terms to shopping.
9. Shuttle Service
10. Housing vs. Reuse
11. Improved bus routes in SF.
12. China Town issues
13. Shuttle Service (run by Alameda)
14. China Town Congestion and Bridge.
15. Shuttles to Bart
16. Shuttle service to Bart
17. China Town
18. Safe walkways on Bridges/tubes
19. Most improve tube walkways (plural)
20. Neighborhood services
21. Transportation of children to new mega-structure.
22. Consideration should be given to the fact of changing attitudes over time toward reliance on the automobile as the primary means of transportation. Less reliance is bound to happen as such use becomes unsatisfactory alternatives becomes available.
23. City to give tax reductions to employing businesses that employ 75% local people.
24. Bay Farm Island impacts need to be addressed.
25. Build new tub or bridge.
26. See my comment to Question 6a
27. Oakland - Alameda ferry in addition to ferry to San Francisco.
28. Speaking of infrastructure, everything under the roads is expensive too. I gather the US Government will replace a lot of roads and infrastructure if they build the VA Clinic and columbarium. Please, let them.
29. There should be an emphasis on concentrated shared parking, so that reduced number of spaces are needed, including residential parking. Emphasize parking that does not allow people to go directly from their house or business destination directly to parking. Parking contributes to community engagement if one has to go onto a public sidewalk before accessing a car. The downtown parking garage requires people to go onto the street to access the theater, not directly into the theater.
30. Please do not implement dedicated transit lanes/queue jumping for buses. So they get to sit at the front of the traffic jam in the tube; so what? What does that accomplish?
31. Another crossing from the island to Oakland

Question 7b - How important is it the additional transportation issue listed in Question 7a?

(1 - not important, 5 - very important)

1	2	3	4	5	Rating Average	Response Count
11.1% (3)	0.0% (0)	14.8% (4)	18.5% (5)	55.6% (15)	4.07	27
answered question						27
skipped question						94



NOTE: the figures shown above represent the average importance for ALL additional elements listed in Question 7a combined.

Building Consensus on Transportation Issues

ADDITIONAL TRANSPORTATION ISSUES

Question 8a - Is there an additional Issue you think should be considered for the transportation strategy?

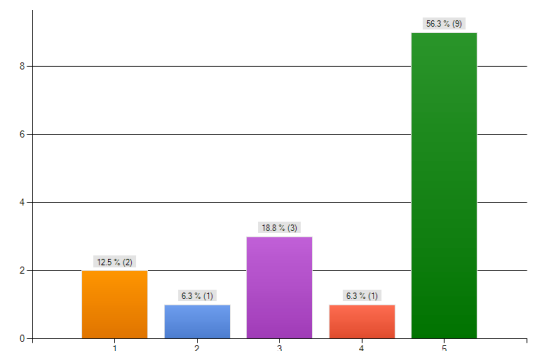
1. There is going to be more traffic from Alameda Landing and Encinal terminals. It is important to look at all traffic that impacts the tube.
2. Children should be able to safely walk or bike to school.
3. We are not getting another bridge or tube so don't build so many houses.
4. We have to build for the future, what will be, not what is now. Travel behavior will change, and we should be building to support many modes, not more auto-centric, high traffic design.
5. Utilize ferry to hornery from bay points
6. What if AC Transit takes away the routes
7. Build Bridge.
8. Congestion
9. Avoid cybertrans expensive monorail
10. Consideration should be given to the changing family structure and attitudes toward housing needs.
11. Improve access to tubes for pedestrians and bicyclists.
12. See my comment to Question 6a
13. Fast, frequent shuttle to BART 12th Street station.
14. Traffic clusters coming into Alameda in the morning and leaving in the evening has worked in the past.
15. The historic street pattern provides open space (separation between house fronts) and shared parking. Housing areas with narrow streets usually have much fewer people on the streets than areas with historic-style streets.
16. The idea of managing traffic by schlepping point residents across the island to Fruitvale Bart is pretty unrealistic.

Question 8b - How important is it the additional transportation issue listed in Question 8a?

(1 - not important, 5 - very important)

1	2	3	4	5	Rating Average	Response Count
12.5% (2)	6.3% (1)	18.8% (3)	6.3% (1)	56.3% (9)	3.88	16
answered question						16
skipped question						105

NOTE: the figures shown above represent the average importance for ALL additional elements listed in Question 8a combined.



Assessing Potential Components of the Alameda Point Transportation Strategy

1. RELOCATE THE FERRY TERMINAL AND CREATE A BUS AND FERRY TRANSIT CENTER AT SEAPLANE LAGOON.

Question 1 - Any comments about Transportation Strategy Component 1?

1. i think the best place for a new terminal is Land Use Area F. this keeps the lagoon itself quiet, safe and calm for non-motorized boat traffic.
2. Why do we need to relocate the terminal? Is this financially viable without picking up Oakland passengers?
3. An excellent idea! We should centralize services related to regional transit (hopefully including express shuttles straight to BART), and provide parking. This incentivizes leaving your car in alameda, and taking transit the rest of the way! reduce volumes in the tubes!
4. Most of the current ridership is Oaklanders - what about them? Alamedans are not using the ferry to capacity now and do not all go to San Francisco Ferry Building area. How would this affect subsidy dollars for the ferry system?
5. Depending on cost. Funds must e spent where the City gets the most bang for the \$\$.
6. Very important
7. good idea
8. Bad idea. It would take too much time. It would take away ridership of the Alameda Oakland ferry and it would not be handy.
9. NOT feasible
10. Definitely no.
11. Staff knows that this is financially not feasible and is not going to happen. So why is this question being included in this survey?
12. It's location can be a focus of community activity.
13. Service has to make sense. The current ferry service serves Oakland and Alameda. Moving the terminal site may not be a win overall
14. It will kill the Oakland ferry. The ferries don't carry enough people to solve the traffic problem.
15. Must happen to have success
16. Not a good idea - transportation options dependent upon AC Transit, an agency that is extremely expensive and inconvenient, won't work.
17. Absolutely not. Will not work. AP is a destination, not a hub.
18. Priority 2, Water taxi; start until demand
19. Priority 1, absolutely not
20. you increase demand by inverting fees.
21. Have Oakland and Alameda ferries . SF relocates to ala, need Oakland connection moved.
22. Keep same terminal and add another terminal on bay side
23. will that area be detoxified (close to hornet ship). Additional ferry
24. Keep both ferry term. or just the original one.
25. Additional service
26. Moving the terminal may lessen economic viability of ferries due to need for eperate service.
27. Where would you relocate it?
28. Misplaced priority too expensive. ok for emergency catastrophe plans
29. level of ferry service is too limited. Currently less than once per hour. Current benefits from Oakland and tourist travel. If move terminal would eliminate these additional riders.
30. Good idea.
31. Limited to those with money.
32. Leave ferry where it is. Seaplane lagoon is in out of the way for Oakland Estuary.
33. Do not relocate our ferry it is great as it is.
34. There needs to be a good bus system that supports the ferry, regardless of where the ferry terminal is located.
35. Logical. The transit center needs to be within 100 feet of the ferry landing and needs to be protected from wind and rain (roof and sides not necessarily an enclosed building)
36. Buses must be kept to the side. The lagoon should be kept attractive. Ferries are compatible, but how many restaurant goers or other people at the waterfront are going to want roaring buses going past?
37. Having transit modes good idea and consolidate parking and provide retail adjacent.
38. We lose the connection to Oakland.
39. Don't do this. It ignores connectivity to Oakland. We need more connection to Oakland.
40. Commuters would benefit from lower costs.
41. Impact on bird population on breakwater.
42. Prefer existing ferry location with housing near to it.
43. Why will there be parking lots along side the lagoon.
44. Not necessary.
45. Completely unnecessary.
46. Yes, or add a new one on the Bay side of the point.
47. Maybe an additional ferry terminal instead of relocation. Alameda to Oakland should be served by the existing ferry terminal, Alameda to SF by the new one.
48. Redundant and way too expensive. Ferries will always use Jack London's docks. Our current Alameda Ferry Depot is right on the Estuary. Seaplane Lagoon is out of the way. Add more parking at the Main Street Depot.
49. I hate this idea; Keep the ferry where it is, accessible to all Alameda residents.

Assessing Potential Components of the Alameda Point Transportation Strategy

2. PROVIDE EXPRESS BUSES TO SAN FRANCISCO DURING COMMUTE HOURS.

Question 2 - Any comments about Transportation Strategy Component 2?

1. i don't know if this is financially feasible.
2. Good idea
3. Please be sure this is offered at the transit center to ensure success of all services.
4. Instead of San Francisco, consider bus service to Santa Clara, Pleasanton, etc.
5. Yes
6. Only if AC transit can do it. Don't have alameda start a bus company. We learned enough with the cable company
7. Dream on. Oakland is having trouble getting enough busses for their rapid bus transit on San Pablo and International. They are not going to have rapid bus transit for Alameda Point and eco passes will not be enough to fund such a plan .
8. Depends on AC Transit
9. The O and W are like express busses right now. They get to SF about as fast as BART. However, only 20% of rush hour traffic goes to SF. Probably won't be cost effective for that segment of the work force.
10. We don't need to provide buses. We just need to revise the route of existing express buses or provide a park and ride area near the tube for Alameda Point commuters.
11. A good adjunct to the ferry.
12. This already happens. Its a good service. Do more as it makes sense, but none of these ideas will drive a development process.
13. Great but not likely to happen.
14. Can increase transit access to existing West End neighborhoods. (Why is a photo of an airport shuttle representing TransBay transit?)
15. Again, you are depending upon AC Transit, an agency you have no control over.
16. Good, for those people going to San Francisco!
17. Priority 5, Logical
18. Priority 3
19. Don't we have this already?
20. Feeder shuttles to get the existing lines off the island makes more sense.
21. Since such rates already exist, have local circular route shuttle bus that connects main hubs to Webster st.
22. Current level of service is good so should watch
23. Same.
24. A/C is our weak link.
25. This is doable, but AC transit must be in agreement.
26. Yes
27. Yes this should be provided.
28. Yes, but from a central transit hub(s) in Alameda which are served by small 20+ passenger buses.
29. Great. But unless a new bus agency is created, how to guarantee that this will occur. AC Transit is struggling and cutting back routes. Will additional routes for Alameda Point mean cutting back service to other parts of Alameda?
30. Most likely to help but must go to all stations.
31. Love the "O" but commute to Oakland usually.
32. Pollution free, electric, with on time schedules
33. AC Bus should want this.
34. We have an express bus already. A connection to that bus would be helpful.
35. yes!
36. Yes, absolutely.
37. How many employees will come from SF?
38. Express buses are fabulous.

Assessing Potential Components of the Alameda Point Transportation Strategy

3. IMPLEMENT A BUS RAPID TRANSIT (BRT) CONNECTION TO 12TH STREET/DOWNTOWN OAKLAND BART STATION.

Question 3 - Any comments about Transportation Strategy Component 3?

1. i would use it.
2. Yes if AC Transit will fund
3. As shown, messes up the whole island transportation, not just Alameda Point. Consider a route that does not involve much of the main island.
4. Yes.
5. Only if AC transit can do it. Don't have alameda start a bus company.
6. Dream on
7. Who pays
8. Unlikely to happen. Too expensive
9. This idea has merit. BART is an accepted commute option for many people.
10. As long as it is integrated within a city transportation plan.
11. We have this already. It is called the 51 bus. Sure, put a new name on it and put on it some new pretty clothes, it is still an AC Bus. AC is Alameda's bus provider. AC is in a wreck of an operation.
12. Great but not likely to happen.
13. Absolute must.
14. Again, you are depending upon AC Transit, an agency you have no control over.
15. Good for those people going to San Francisco!
16. Priority 4, An extension of bart.
17. Priority 5
18. and to lake meritt bart station
19. What about Lake Merritt station?
20. This should be done now.
21. Airport access very important to people in West Alameda. Bayfarm route is the quickest.
22. limited loop of webster st. Alameda Point to Oakland and back. Handle 10 bikes per trip.
23. How about West Oakland Bart? (closer than both Fruitvale and 12th street.)
24. Same.
25. Buses and large buses clog traffic lanes getting to and from the curbs
26. Pie in the sky
27. Needs to be included.
28. The map does not look like a rapid connection with so many stops
29. Most likely to help but must go to all stations.
30. There should not be so many stops between Webster and 12th Street. City Center is much more attractive and convenient than Fruitvale.
31. Bike racks on buses. Also, should have free shuttle during commute hours.
32. No place in Oakland to design such a system. Needs cooperative efforts.
33. Bart should want this.
34. It still has to go through the tube.
35. yes!
36. Yes, yes!
37. Good idea for workers coming into Alameda. Bad idea if a lot more people live in and commute from Alameda through Chinatown.(Who I understand have a legal action against us adding to their congested streets.)
38. Should include an easy and secure way to carry a bike (not using the bike as a front bumper for the bus).
39. No! As previously stated, I think queue jumping, only to be stopped by the backup at the tube, is like rearranging the deck chairs on the Titanic. Also, dedicated lanes on main arteries would create pure havoc during rush hour.

Assessing Potential Components of the Alameda Point Transportation Strategy

4. IMPLEMENT A BUS RAPID TRANSIT (BRT) CONNECTION TO FRUITVALE BART STATION.

Question 4 - Any comments about Transportation Strategy Component 4?

1. i would use it.
2. What about Lake Merritt BART instead?
3. Worst idea!!!!
4. Yes. This is absolutely necessary
5. Only if AC transit can do it. Don't have alameda start a bus company.
6. What happened to the light rail idea? There was a company out at Alameda Point that was looking into this issue.
7. Why would someone go from Alameda Point to the Fruitvale Bart station? It is the scenic route.
8. Really stupid!
9. Unlikely to happen. Too expensive and
10. Not as good an option. The ride takes longer.
11. Same as above.
12. "If this service plan had ridership, great, put a bus on it. Sure call it BRT, call it Bus to BART, call it Jefferson Airplane for all I care.; AC is a wreck.....move on already....."
13. Great but not likely to happen.
14. Another must include BRT to Fruitvale to connect existing neighborhoods to Alameda Point, the ferry and regional transit.
15. Again, you are depending upon AC Transit, an agency you have no control over. Leave out the residential option.
16. Priority 4, An extension of bart.
17. Priority 2
18. Lincoln /Tilden
19. This should be done now.
20. Coliseum bart should be included
21. Prefer less than cybertran to there; but Alameda Point to Fruitvale is a bad idea.
22. Too far away for SF travel. Ok if going south
23. Same.
24. Pie in the sky
25. Is this an admission that developing the point with so many housing units will necessarily require re-routing traffic throughout the entire island? This is bad
26. Most likely to help but must go to all stations.
27. No.
28. better as it includes more of alameda residents
29. Sounds like a better idea. It doesn't involve going through the tube.
30. YES
31. No, that is not going to be that rapid since it goes 25 mph.
32. Is that Buena Vista Ave. and Park Street? Site of a so-to-be-built housing complex? Pretty thick with cars now.
33. Yes. The BRT to Oakland and Fruitvale should be coordinated, not two systems. Should include better bus
34. If you lived at the Point, would you want to take Bart from 12th Street or would you want to traverse the entire island and then backtrack to work from Fruitvale? What do you think human nature would lead most people to do?

Assessing Potential Components of the Alameda Point Transportation Strategy

5. PROVIDE STRONG PEDESTRIAN CONNECTIVITY WITHIN ALAMEDA POINT AND TO STRATEGIC DESTINATIONS OUTSIDE OF ALAMEDA POINT.

Question 5 - Any comments about Transportation Strategy Component 5?

1. looks good on paper but i don't think this is realistic. the Point is too far from most other destinations. i think most people would be unwilling to walk that far. small electric shuttles would be better.
2. Of course
3. :)
4. It already exists.
5. Shouldn't that be pedestrian /swim if outside Alameda?
6. This is a quality of life issue, not a transportation issue. It belongs in the land-use or parks/rec survey.
7. Providing opportunities for people to walk within their community will help people connect with their community, feeling a part of it and be coming more responsible for it.
8. Please do this. Very easy to do this, also easy to screw it up.
9. Yes
10. roadway design is integral to this.
11. Great, but Alameda residents are too lazy to walk.
12. Yes.
13. Priority 3, Easy done
14. Priority 4
15. Walking is good.
16. Alameda Point should be walkable.
17. Same.
18. People aren't going to work.
19. People wont walk long distance
20. Yes
21. Yes, these should be well maintained and safe.
22. this must be done
23. The increase in pedestrians will be good - but not a significant number affected.
24. Wide sidewalks! Encourage walking and biking.
25. Yes, continue bay path.
26. Not a transportation issue.
27. Good idea if people are able to walk the distance.
28. YES!
29. Yes, important.
30. If the strategic destination is no further than Webster St., a good walker can do that on a nice day. Most people can and will not.
31. Yes.
32. All for it.

Assessing Potential Components of the Alameda Point Transportation Strategy

6. PROVIDE STREET IMPROVEMENTS AND EXTENSIONS THAT WILL IMPROVE TRAFFIC FLOW THROUGH BOTH ENDS OF THE POSEY/WEBSTER TUBES.

Question 6 - Any comments about Transportation Strategy Component 6?

1. those would be the most significant improvements connected to re-development.
2. Not if current neighborhoods are impacted
3. How about instead providing incentive for people to NOT take single-occupancy auto through the tubes! Don't cater to the single-occupancy auto!
4. This would be beneficial
5. Sadly we are dealing with archaic infrastructure. No matter what you do it will be a drop in the bucket.
6. Sometimes the so-called street improvements lead to worse and worse congestion due to long-term construction zones.
7. The tubes are what they are and they only have a certain capacity and no more.
8. City has recently really screwed this up. No chance of streamlining
9. "Putting a stop sign for Stargell will not improve the traffic flow."
10. Absolutely. Same for the bridges. How do you propose to get improvements and extensions on the Oakland side?!
11. Good idea.
12. Yes.
13. I don't know what this means.
14. no massive intersections that divide neighborhoods. Stop segregating the west end.
15. It is the most practical way to increase capacity and reduce future traffic congestion.
16. Not a good idea - expensive and you're going to get sued by Oakland Chinatown.
17. Lots of luck!
18. Priority 4, About as good as it gets.
19. Priority 5
20. Third tube-Like Caltran
21. How do we widen alameda streets? Can't do it.
22. How can you make this when we are limited to two lanes?
23. High Priority
24. Hard to Fic Oakland in and out.
25. This is probably most important access for the point and impacts oakland the most.
26. Same.
27. What can you do about Chinatown?
28. Who pays for that?
29. The capacity is what it is.
30. Yes
31. This is the most important component.
32. How would this work? New Streets? Construction?
33. Do not change limit buildings.
34. good luck
35. Best idea of all.
36. Make the confusion as to whether one is staying in Alameda or going into the tube go away. Also more street light in that area, one can't see street signs.
37. Yes.
38. What, a new tube? It all funnels in.
39. The entrance and exit to the tubes looks like a Caltrans freeway interchange and is not an attractive or appropriate entrance and exit to the city. Please do not exacerbate that ill conceived design approach.
40. Too vaguely worded for me to comment.

Assessing Potential Components of the Alameda Point Transportation Strategy

7. PROVIDE TRANSIT IMPROVEMENTS, SUCH AS QUEUE JUMP LANES OR BYPASS LANES, THAT WILL IMPROVE TRAFFIC FLOW THROUGH BOTH ENDS OF THE POSEY/WEBSTER TUBES FOR TRANSIT ONLY.

Question 7 - Any comments about Transportation Strategy Component 7?

1. good idea. could it be done for carpools too?
2. Not if current neighborhoods are impacted
3. Aren't improvements like these a better fit on corridors with multiple stops? Traffic flow in tubes is affected primarily by I-880 congestion, and occasional accidents.
4. Once you have everyone through the tube and into Oakland, the gains will be all lost unless vast improvements are made to Chinatown and freeway access.
5. The Tube will be congested no matter what is done. Anyone who thinks otherwise is nuts.
6. YES!!!!
7. work with AC transit.
8. Busses are the only answer for Alameda Point but are you going to get people on the busses? Can they get to work on one bus?
9. Right up there with real stupid and unworkable
10. We have lots of empty busses going to and from Alameda. Whose to say people will ride these busses?
11. Improving the traffic flow for transit buses when there is no evidence they will significantly reduce traffic is a recipe for disaster. The likely result will be an overall worsening of our traffic headaches. Instead, wait until citizens are flocking to the buses and demand that buses be given access preference to the tubes and bridges.
12. Good idea.
13. Never happen. Forget it. People will recall the council. Move on.
14. I don't know how this would work.
15. Absolute must, will bring benefits to the full island.
16. No. Keep the residential out.
17. No!!
18. Priority1, No seperate lanes!
19. Priority 6
20. Unrealistic
21. good idea.
22. High Priority
23. Usually takes too much lane use from regular traffic.
24. Have to consider this well #6/ Don't understand level of improvement.
25. Same.
26. Dream on.
27. Who pays for infrastructure?
28. No
29. Yes, a good idea.
30. Only if you can create a third lane in the tube or if the dedicated lane receives substantial use. Could create massive backups in the non-dedicated lanes
31. This would make buses more attractive.
32. How would this work? Build new lanes out of what?
33. No.
34. where would those go?
35. No comments because I don't understand what would be done. There's only so much room in the tubes. How can you change that?
36. Excellent idea.
37. Once you get to the tubes you have two lanes. Who is paying for this? Stand in line for the \$\$\$\$ to fix the enormous infrastructure backlog that exists now.
38. Good idea. Don't make the improvements ugly.
39. No! As previously stated, I think queue jumping, only to be stopped by the backup at the tube, is like rearranging the deck chairs on the Titanic. Also, dedicated lanes on main arteries would create pure havoc during rush hour.

Assessing Potential Components of the Alameda Point Transportation Strategy

8. ESTABLISH A BROAD NETWORK OF BICYCLE FACILITIES WITH ENHANCED CONNECTIVITY WITHIN ALAMEDA POINT AND TO STRATEGIC DESTINATIONS OUTSIDE OF ALAMEDA POINT.

Question 8 - Any comments about Transportation Strategy Component 8?

1. more practical.
2. :)
3. This is a great idea and will help but... The present demographic of Alameda are older residents and young families. Neither of these groups are logistical candidates for such service.
4. How about for golf carts as well. Using golf carts to get around AP is a great idea.
5. Great for bikers and children. Not too good if shopping to do, or older or infirm.
6. Bikes are good but they are not a solution to a dense development plan.
7. This is a quality of life issue not a transportation issue. This belongs in the land-use parks/rec surveys. If bicycles were a viable transportation issue, the bike racks and SouthShore etc would be overflowing. Instead, they are barely used.
8. Good idea.
9. YES
10. yes
11. Good idea.
12. Yes!
13. Priority 5, Present City Plan
14. Bike paths and lanes
15. ok
16. Must improve both tube walkways for bike and pedestrian use in and out of Alameda.
17. Bike/Walking to Oakland would be very useful extends Alameda network.
18. make it easy to bike to a ferry terminal or bike
19. Same.
20. Must be completely separate from cars.
21. The Oakland Alameda ferry is going to have short trip fares between Alameda and Oakland. Great solution.
22. Yes. We need better and safer means of getting on and off the island.
23. yes
24. This adds to the overall movement to people by slightly.
25. Need to get to downtown Oakland - Water shuttle for bikes and peds.
26. Yes.
27. Not a transportation issue.
28. Good idea if enough people can and are willing to ride bicycles.
29. Yes.
30. Yes, yes, yes.
31. Are we considering making sidewalks bikes on one side of the street, pedestrians on the other? There is precious little room in many streets to add bike lanes, which I would like to see. (I bicycle.) Where they can be added safely, do. But just drawing lines does not make a street safe for a cyclist.
32. Essential
33. All for it.

Assessing Potential Components of the Alameda Point Transportation Strategy

9. IMPLEMENT MEASURES TO REDUCE VEHICULAR USE FOR RESIDENTS AND WORKERS OF ALAMEDA POINT INCLUDING CAR/VAN POOL, DISCOUNTED TRANSIT PASSES, PARKING FEES, MULTIPLE TRANSIT OPTIONS, ETC.

Question 9 - Any comments about Transportation Strategy Component 9?

1. good idea.
2. Vanpool for workers coming into Alameda Point from BART and other Bay Area traffic hubs would be helpful.
3. Vans are a good idea for individual businesses.
4. This stuff doesn't work
5. vans are good
6. This needs to be reworded: Implement PROVEN measures to reduce vehicular use...Then you need to list specific tactics for which you have hard data that they work. It is time for staff and Council to stop proposing things that they hope will work and start proposing things that have a demonstrable, proven history of working.
7. Good idea.
8. Have Google do it !!
9. yes
10. Helping people create new travel habits, as they move into their new homes and offices, will pay long-term dividends.
11. Not feasible - too expensive.
12. Overblown wishful thinking. Would make no substantial difference.
13. Priority 1, Industry shuttle too
14. Priority 2
15. "1. Carpool lane in tube 2. Discount ferry passes."
16. parking fees (No)
17. a noble goal but really depends on usage.
18. Encourage private enterprise not boondoggle public agencies consider bike taxis (collegetowns)
19. Public Bikes
20. Maximize use of existing source
21. Charge for parking!
22. Same.
23. This assumes large numbers. Reduce number of residences.
24. Yes
25. Agree
26. Concentrate on public transit rather than individual incentives.
27. This should also be #2 or #3
28. Carshare.
29. Yes.
30. Does not work.
31. Good idea if there are a lot of working families and young people who can take advantage and if other residents of Alameda can be included.
32. YES!
33. It depends what it will cost and how subsidized. If you attract Federal facilities, those employees receive a transit incentive already.
34. It is out of our hands as a city. Regional transportation is raising rates and cutting routes. I am not happy about that, but Alameda cannot do much to change it. I cannot see how discounted transit passes will be approved, and if in place will create more problems for mass transit.
35. No to parking fees and reduced parking spaces; yes to the rest of it.

Assessing Potential Components of the Alameda Point Transportation Strategy

10. CLUSTER HOUSING DEVELOPMENT WITHIN CLOSE PROXIMITY OF A TRANSIT HUB.

Question 10 - Any comments about Transportation Strategy Component 10?

1. i would also include additional parking for people driving to the hub, like Bart.
2. ABSOLUTELY.
3. Second worst idea! Forget new housing.
4. "This works where there is available transit. This has been successful in cities where BART is close. The assumption here is that there will be Public Transit available when this project is completed. I am a great believer in this concept. However I feel the reality is that the people of Alameda will just continue to drive cars."
5. YES!
6. don't care for this.
7. Alameda Point is not a transit hub. It is a dead end and it is just a bus stop. Densifying to justify bus transit is backward thinking.
8. Even more stupid than planning is actually building this pie in the sky dense in the hope of creating a transit hub. Too costly to build enough residential to make the transit economies pay.
9. This is an excuse for dense housing. Busses can stop anywhere. You don't need big apartment houses.
10. Show me the data that this works.
11. Good idea.
12. sure
13. We do not have a transit hub at Alameda Point. We have a bus stop and there can be more than one bus stop. I hope that doesn't mean that kind of density at every bus stop.
14. proven to decrease auto traffic.
15. No housing on Point.
16. No residential housing, no need for transit hubs.
17. No! Bus transit as in the rest of Alameda. Alameda is a destination, not a hub.
18. Priority 2, No Bring bus to people.
19. No new housing except near transit hud
20. Don't want high density limit number of housing units and go for jobs.
21. 1/4-1/2 mile from transit. No 5 stories high.
22. no clusters-emphasizing senior housing and light commercial.
23. Rossmoo-kind of plan
24. Rossmore By the Bay
25. Cluster housing makes more sense than single family homes, but industry and more open space and industry uses ones housing
26. Coliseum bart (Priority 1)
27. But do NOT force new residents out of cars. Offer a mix of dense (no cars) plus some three car garages.
28. Mix of uses; Not just housing.
29. encourage proximity to hub-density market-driven
30. Housing and commercial. Need a mix of uses at transit
31. Same.
32. Transit Hub is a buzz word.
33. Having a hub will be a choke point. Disperse the load.
34. Doesn't work. Encourages too many people at Alameda Point for which there is no traffic solution.
35. Strongly agree. Mixed use. Need a good density to get the transportation ridership
36. Define "close". The older I get the smaller the radii become!
37. This is particularly important and should be combined with multifamily housing to maximize the number of housing units within a 5-10 minute walking radius
38. No apartment blocks. Alameda already has a huge proportion of apartments
39. Make sure housing in 1/4 quarter mile of transit.
40. A good bus/ferry route and schedule to Oakland are key.
41. Have multiple hubs... not just one!
42. Use existing buildings.
43. Does not work.
44. No
45. No. it depends too much on who's living at Alameda Point and doesn't include those who aren't very mobile.
46. Not necessarily, don't cluster anything, blocks the views.
47. yes, should be done.
48. May apply along Bart routes, not here.
49. There are limited ways to provide a transit "hub" because transit systems are mostly roadway based and it will be difficult to have enough housing in walking distance of the "hub." One type of hub that can work is a large parking garage that serves office, retail, services, and residential uses. People park once and can do many functions rather than driving between functions. This would be a logical location for bus and shuttle terminals.
50. Calthorpe's plan is far to dense/has too many units for me to sign off on this concept.

Assessing Potential Components of the Alameda Point Transportation Strategy

RANKING TRANSPORTATION COMPONENTS

Question 11a - Rank the transportation components according to their overall importance.

(1 - most important, 11 - least important)

	1	2	3	4	5	6	7	8	9	10	11	Response Count
1. Relocate Ferry Terminal	11.5% (9)	3.8% (3)	6.4% (5)	9.0% (7)	6.4% (5)	3.8% (3)	7.7% (6)	7.7% (6)	15.4% (12)	14.1% (11)	14.1% (11)	78
2. Express Buses to SF	13.8% (11)	20.0% (16)	15.0% (12)	13.8% (11)	8.8% (7)	5.0% (4)	7.5% (6)	7.5% (6)	5.0% (4)	3.8% (3)	0.0% (0)	80
3. BRT to 12th St. BART	11.4% (9)	26.6% (21)	16.5% (13)	12.7% (10)	8.9% (7)	6.3% (5)	5.1% (4)	5.1% (4)	5.1% (4)	1.3% (1)	1.3% (1)	79
4. BRT to Fruitvale BART	5.3% (4)	9.3% (7)	16.0% (12)	5.3% (4)	9.3% (7)	9.3% (7)	12.0% (9)	6.7% (5)	16.0% (12)	8.0% (6)	2.7% (2)	75
5. Pedestrian Connectivity	14.5% (11)	7.9% (6)	9.2% (7)	3.9% (3)	11.8% (9)	11.8% (9)	10.5% (8)	10.5% (8)	2.6% (2)	14.5% (11)	2.6% (2)	76
6. Traffic Flow through Tubes	20.5% (16)	12.8% (10)	11.5% (9)	9.0% (7)	12.8% (10)	11.5% (9)	9.0% (7)	2.6% (2)	1.3% (1)	6.4% (5)	2.6% (2)	78
7. Transit Improvements at Tubes	11.5% (9)	11.5% (9)	14.1% (11)	6.4% (5)	10.3% (8)	15.4% (12)	6.4% (5)	7.7% (6)	7.7% (6)	6.4% (5)	2.6% (2)	78
8. Bicycle Facilities	16.3% (13)	12.5% (10)	10.0% (8)	11.3% (9)	10.0% (8)	11.3% (9)	3.8% (3)	8.8% (7)	8.8% (7)	7.5% (6)	0.0% (0)	80
9. Measures to Reduce Vehicles	9.2% (7)	14.5% (11)	9.2% (7)	14.5% (11)	7.9% (6)	7.9% (6)	11.8% (9)	9.2% (7)	7.9% (6)	7.9% (6)	0.0% (0)	76
10. Cluster Housing near Transit	22.7% (17)	8.0% (6)	6.7% (5)	2.7% (2)	6.7% (5)	1.3% (1)	1.3% (1)	10.7% (8)	10.7% (8)	24.0% (18)	5.3% (4)	75
11. Other	40.0% (6)	6.7% (1)	13.3% (2)	0.0% (0)	0.0% (0)	0.0% (0)	6.7% (1)	0.0% (0)	0.0% (0)	20.0% (3)	13.3% (2)	15
If "Other" was specified, list the additional component(s) in the box below:												15
answered question												87
skipped question												34

Question 11b - If "Other" was specified, list the additional comments below.

- Bus to Lake Merritt BART
- Plan development to restrict the number of cars necessary to access/egress Alameda Point. This is only accomplished with light industry, alternate energy generation and jobs for Alamedans.
- streetcars and/or buses that run within Alameda, maybe going over to Oakland just to link with BART
- Rail to Fruitvale
- Don't build any more than 900 houses and then we won't have this problem.
- Public transportation improvements throughout Alameda.
- Rated this way because there is very little that can be done to get people out of their cars. Accept this and move on to more productive activities.
- Don't build so many residences.
- Set low parking maximums
- "All are important. East enders are already fairly close to Fruitvale BART, but would be happier biking or walking if we could get the Oakland side of the route cleaned up."
- I can't imagine not using them all.
- All these suggested traffic solutions have been suggested before and they are not going to handle overly dense development at Alameda Point.
- No clusters, please
- Ferry between Oakland and Alameda.
- centralized garage for office, retail, and housing, which requires people to go to the sidewalk, rather than walking from the house to the garage without going outside.

Assessing Potential Components of the Alameda Point Transportation Strategy

ADDITIONAL TRANSPORTATION COMPONENTS

Question 12 - Is there an additional transportation component you believe is missing?

1. ferry between Alameda and Oakland with transportation readily available in Oakland
2. Something along the Emmerygoround.
3. yes, streetcars
4. The rail to Fruitvale
5. We need to emphasize the use of golf carts.
6. Common sense
7. "How about a question in this survey that says something like: Rank the following in importance: Should the city establish traffic congestion ceilings for the bridges and tubes and manage or limit development in Alameda to ensure traffic congestion stays below these established ceilings.; Traffic congestion is one of the key issues underlying how we develop Alameda Point. So far the city has not taken this seriously and by continuuing not to, threatens the quality of life for everyone who lives here.; The strong pro-development philosophy of the Council is profoundly toxic to the quality of community life. I urge Council to take a more balanced, managed-growth perspective that realistically considers the limitations of our transportation infrastructure."
8. Light rail?
9. The key is don't build another Bay Farm where people are forced to use the car. Build a grid, allow bikes and ped easy access. Make sure transit can serve the area well but don't have expectations of a transit utopia.
10. Don't build so many residences
11. parking management
12. Improve bicycle/pedestrian access/condition through the tubes will encourage local commute.
13. A BART station in Alameda, as described above.
14. Seperate roads for bicycle, 5
15. Plan traffic solutions before the number of homes are built. (Priority 5)
16. Want a bridge to Oakland from West end (Priority 5)
17. adaptive reuse-
18. Bart shuttles not scheduled regular. AC buses. (Priority 1)
19. Intra island bus connectivity medium high important.
20. Improvement of residential service to provide more accessible island destinations. (Priority 1)
21. Walking distances must be short, safe and pleasant enough so that people are encouraged to walk to destinations.
22. Number 9. No parking spots. Do not design around the car design around people
23. Just a way to build tall buildings.
24. Reduce number of residences (Priority 5)
25. A real solution to the traffic that dense housing would create.
26. How do we pay for these transportation components?
27. Car Share and Bike Share like Velib
28. another bridge form the point to oakland, otherwise the point negatively impacts the rest of alameda
29. If we started getting grants when the base closed we'd be in planning by now.
30. Water conectivity to Oakland, bike water shuttle.
31. Construction at other bridges.
32. Free Alameda Island Shuttle.
33. Shuttle bus route within Alameda Point to Webster Street... "continuous loop"
34. accounting for traffic through the city from current residents.
35. Senior citizen problem
36. Carpooling stops??? They work!
37. More parking and ferries at existing terminal. Talk to Oakland about making public transportation to and from the Oakland depot easier.
38. Traditional wide street design and reduced parking on-site for housing. The on-street parking is shared parking which reduces the need for on-site parking. This should be accompanied by required maximum number of parking space (e.g. no more than one space allowed on site).
39. Would like to see a light rail system, like once existed in Alameda.
40. Alameda should develop a bicycle system similar to that of many major cities, including Paris. Basically there are bicycles parked everywhere and you buy a card that allows you to ride that bike for a low rate. You can drop it off at any location. Alameda is so flat and thus perfect for bikes.

Assessing Potential Components of the Alameda Point Transportation Strategy

ADDITIONAL TRANSPORTATION COMPONENTS

Question 12 Continued:

41. Golf carts
42. Reality
43. Housing/work balance that reflects the types of workers at Alameda Point.
44. Don't build so many residences
45. Shuttle trams to shopping, 4
46. To "emphasize or encourage" will be of little help. We must solve!
47. Smaller bus routes within Alameda Point and one to 12th street or Lake Merritt. Medium high priority
48. Keep ferry where it is (Priority 4)
49. Not enough emphasis on commercial, office and light industry. That is easier to control with staggered work hours.
50. Casual Carpooling
51. Look at blockages that prevent Alameda traffic from exiting.
52. Reinstate school buses for school & Sports. Get kids to events w/out cars.
53. Mixed used housing.
54. Alameda needs a discrete in-city transportation system which is fun to ride. Current in-city transportation is provided by getting a space on a bus intended to take people off the island.
55. Money to pay for any improvements
56. Encourage businesses that would employ the types of people who live in Alameda.
57. Don't build so many residences
58. "Utilize ferry to hornet from bay points,; 2 Bart to lake and Laney,; 3 Use estuary ferry to free shuttle atijl squad, 4"
59. Reduce parking minimums, set parking maximums to employ market rate parking theories. See work of Donald Shoup and Redwood City

6. Community Benefits & New Ideas

Community Benefits

New Ideas

Community Benefits

RANKING BENEFITS

Question 1 - Rank the eight community benefits.

(1 - most important, 8 - least important)

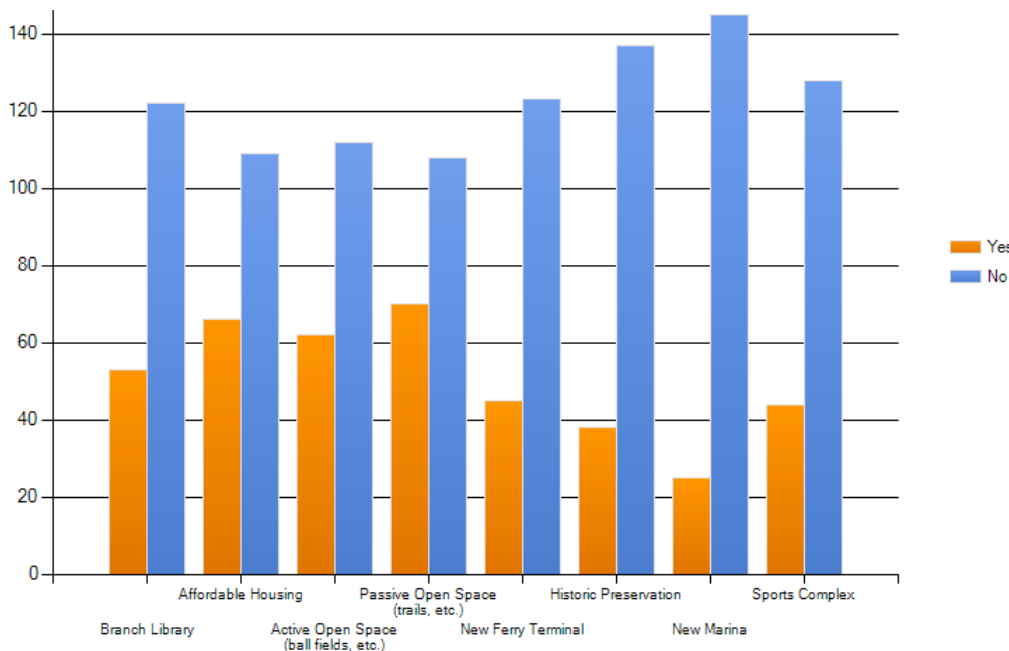
	1	2	3	4	5	6	7	8	Response Count
Branch Library	8.2% (13)	10.1% (16)	16.5% (26)	15.2% (24)	15.2% (24)	13.9% (22)	8.9% (14)	12.0% (19)	158
Affordable Housing	22.2% (34)	11.1% (17)	11.8% (18)	9.2% (14)	7.8% (12)	11.8% (18)	5.9% (9)	20.3% (31)	153
Active Open Space (ball fields, etc.)	7.9% (13)	23.2% (38)	25.0% (41)	14.0% (23)	15.9% (26)	6.1% (10)	4.3% (7)	3.7% (6)	164
Passive Open Space (trails, etc.)	33.1% (55)	29.5% (49)	10.2% (17)	9.6% (16)	6.0% (10)	2.4% (4)	4.8% (8)	4.2% (7)	166
New Ferry Terminal	9.7% (15)	9.7% (15)	7.7% (12)	12.3% (19)	12.9% (20)	9.7% (15)	11.0% (17)	27.1% (42)	155
Historic Preservation	22.5% (36)	10.0% (16)	6.9% (11)	16.3% (26)	9.4% (15)	8.8% (14)	8.1% (13)	18.1% (29)	160
New Marina	7.7% (12)	7.1% (11)	8.4% (13)	11.6% (18)	11.0% (17)	15.5% (24)	19.4% (30)	19.4% (30)	155
Sports Complex	6.9% (11)	6.9% (11)	5.7% (9)	12.6% (20)	13.2% (21)	18.9% (30)	22.6% (36)	13.2% (21)	159
answered question									168
skipped question									55

Community Benefits

RANKING BENEFITS

Question 2 - If necessary, would you increase the number of housing units in Alameda Point to pay for the following benefits?

	Yes	No	Response Count
Branch Library	30.3% (53)	69.7% (122)	175
Affordable Housing	37.7% (66)	62.3% (109)	175
Active Open Space (ball fields, etc.)	35.6% (62)	64.4% (112)	174
Passive Open Space (trails, etc.)	39.3% (70)	60.7% (108)	178
New Ferry Terminal	26.8% (45)	73.2% (123)	168
Historic Preservation	21.7% (38)	78.3% (137)	175
New Marina	14.7% (25)	85.3% (145)	170
Sports Complex	25.6% (44)	74.4% (128)	172
answered question			190
skipped question			33



Question 1 - Additional thoughts or new ideas?

1. Wetlands Restoration
2. "Emphasize generation of alternative energy as a primary light industrial use. Vertical agriculture to provide food for the community to buy. Use some buildings for education facilities to teach Alameda youth skills that would pay enough to allow them to live in Alameda and raise their families here. Encourage VA to reconsider its clinic location and hospital position."
3. "Alameda doesn't need more housing, retail or commercial space. We've already got too much that isn't fully utilized. Our transportation infrastructure can't and shouldn't handle more. Let's devote the base redevelopment to the generation of power through solar and wind, use open space for community gardening and build a sustainably powered desalinization facility. The revenue generated by the power generation can be used to enhance the facilities and services we already enjoy. Let's generate income without generating traffic. Let's generate public benefit without the need for large scale infrastructure development and indebtedness."
4. I would like to see a multi-use development that preserves the Point's historic character and emphasizes the beauty of the waterfront. I envision an active place with lots of parks, restaurants, shops, and cultural activities. Please give retail space only to small businesses, not giant, generic chains! We need public transit, not just for the Point, but for the whole island.
5. "What's the rush? I think we should take our time - there is no rush. This property will only become more valuable as the economy improves. Right now the economy is a mess and rushing into the arms of another developer is a big mistake. I think it should be put on hold for at least 2 years, maybe more."
6. Turn the whole air base into a wetland. Short of that then make it a senior residential community and use golf carts to go around in like Catalina Island.
7. "You have ignored global warming. 18"" in the next 50 years and 55"" in the next 100 years. Have you considered making most of AP wetlands?"
8. I urge the city to develop a detailed master plan for Alameda Point. This should include obtaining as much community input as possible. Developing a general, high-level plan and then letting Alameda Point grow organically should be avoided.
9. Go slow.
10. The land use section does not have a choice for commercial clean businesses or light clean industry.
11. "Traffic Congestion a huge concern. More open space preferred. Bottom line: Keep Measure A for the island city."
12. Why didn't the workbook include Light Industrial use as a choice?
13. Ideal storage area and a helicopter base.
14. Sports complex should include a VIP aquatics facility. Primary issue: balance jobs/housing for island means more jobs for existing residents. Not more residents. Our 80k residents relative to few jobs is so badly skewed that the City of Alameda is "unknown word" insolvent. If Alameda Point becomes a tech corridor, then the transportation issue becomes east and west ends to jobs in the theft. I understand jobs/housing balance at the point. But to add that, we need more jobs and business filling existing and new business parks is west end and clement.
15. First and foremost-look to reuse what we can first! Then due to contamination we must gradually determine what can be developed.
16. Eventually a "out hotel" at Alameda Point, perhaps in old building (rehab) to bring people from Oakland/SF ferry to support services, go to parks etc. Could be affordable "hotel" option.
17. Free frequent. Shuttle route within Alameda Point and to Webster St. Frequent limited shuttle route from Webster St. to Oakland 12th. Do not need a ferry terminal to replace existing one. Do not need one transit hub. Build Alameda Point with three or four hub points to draw people to several popular gathering locations ie ABCD (see map on CPW26).
18. No SunCal. City should be master developer
19. Increase housing and community to pay for high priority infrastructure. Priority for transportation. Establish mixed-use environment to create a walkable environment. build complete streets that connect to existing grid. Make multi-modal connections to and from island. Incremental bus improvements and transit improvements. 1. queue jump lanes. 2. BART 3. Ferry Terminal relocate. Can't afford to build a new trolley or bridge-could be a long term goal.
20. "East side of the blue outlined map facing the bay: This area has good San Francisco views. Also, on the east side with the crossroads: can this area be used for trails/open space?"
21. Community benefits typically require financial subsidies from the bonds.
22. Community benefits typically require financial subsidies from BONDS.

New Ideas

COMMENTS

Question 1 Continued:

23. "Affordable housing: we have enough affordable housing already on those 1960s stucco apartments in all of Alameda. Active and open space as well as Passive open space-mayb increase the number of housing units in Alameda to pay for this benefit. Image with blue outline: Put a walking path around the bay edge. Minimize new housing and light industrial offices."
24. Many mini-hubs throughout with some retail services instead of just one central hub. Plan area G-restaurants VA hospital. Plan area f-allow campground, Plan area C- marina oriented waterfront, entertainment, restaurants. Need a gas station at Atlantic and Main for those going to Oakland. Adaptive Re-Use where cost effective.
25. "-Keep the housing units down and the heights as well! Not more than 1700 homes.; -Library: require a bond. When you say increase increase to what?? From what? Not more than 1700 homes; -Active Open Space: Rental of field to teams sharedhelpspay for these.; -Historic Preservation: most of buildings. They are already many of these buildings. can we refurbish or pay for themselves.; -New Ferry Terminal: We already have a ferry terminal.; -New Marina: people who own yachts can pay for them.; Also, should we increase? Too open ended a question- The total number of housing units should be a question because all of the items listed are tied to the number of housing units and for it all pump the nor up to 10k. So it should have been more. If its new no more the 2 stairs. Using existing building, go with the stories that exist. Use naval officers quarter for senior residential housing."
26. "There needs to be a coherent master plan to make sure that the different land use plan areas work synergistically with each other. ; The VA clinic and offices and columbarium should be discussed in these forums, even though the proposed location is not in the plan area. it seems to make more sense to put the VA facility closer to Main street and a transit hub, to be more accessible for the veterans it will serve. I would also like to have a partnership between the VA and Alameda Hospital explored."
27. Need a hotel, spa, and conference center. Would like to see a golf course on the new territories site. Would like to see a "Beack Park". No Big Box Retail. Would like to see some "specialty" gardens
28. We must have a lovely restaurant like "Ides Lord ships" on Berkeley with a view and open recreation space surrounding it. Water front views should be made available to the total population with public access.
29. Structure reuse in more infrastructure multi-family homes. Emphasize senior living; something like Del Webb. Encourage a big hospital in the core area and reuse existing buildings. Deemphasize housing.
30. Housing means transportation and transportation means gridlock. Use what we have and build . We need more recreation facilities. Keep open space. target-There is two lanes in and 2 lanes out of alameda. Reuse creates jobs. No developer for the Point. Keep control in City Hall.
31. "BAC ANCE/BALANCE/BALANCE, Housing/Jobs, Density/Open Space. Congestion/Sustainable; ""If i live here I can work here also?"" If you dont leave the island you dont put pressure on transportation. Bay Trail-What is the best advantage/Synergy use? Careful secreation for professional / reuse. Increase density. Balance with phased infrastructure improvements."
32. "I was on the Planning Bd '96,'98 on Museum Board Directors for five years. I worked at LBL BLDG 70 (Nuclear Chem) without southern crossing or 2nd estuary tube/bridge for the West End, there should not be any increased housing density over whats already there since Main Alameda provides limited employment, shopping, etc. Plus if Point is ATTRACTIVE visitors to Open space/Sports Entertainment/Museums etc. What is going to Carry the traffic?; Alameda was at Build OUt in 1983; thus, more housing without facilities always bad. Those buildings like 5 will have to be worked around and lived with until then! (Playgrounds around a toxic remediation site?) As a former radiation lab worker, I know you cannot take radium d/c's into Seaplane Lagoon lightly!; Will someone please (I'll help!) provide an Historical Key as to which building structures have what significant (BOQ=WWII, detty wall 1874! Western terminus of transcontinental RR) Referring to them simply as numbers doesnt help (should also be called, ""theatre"", ""P.O., ""chapel,"" e.g.); Carol Gottstein, MD. (510) 522-1679"
33. Create arts district use some of historic buildings, convention center with hotel. FOCUS on views and unparalleled opportunities. Indulde churches and retile like garden center. Not set aside unrealistic land for commercial uses. Create maritime centers. (Arts-maritime-Housing variety of income). Good design mandatory. Varied architectural styles. Integration of retail in neighborhoods.
34. Ask EBRP to partner with the city-get their ideas. Convene groups to discuss the Northwest Territories. Amend Measure A to provide for more open space with a limit on number of houses.

New Ideas

COMMENTS

Question 1 Continued:

35. Northwest Territories: Maintain existing paved area where antique fair is held-this is higher elevation-is adjoined to UA property where roadway would be. Extended VA access road on the way to western shore and stoping at parking lot for park, kayak, launch, trail access. Explore energy facility on park of NW territories. Explore high end RV park near Western Shoreline. There are no such facilities in the inner Bay Areas-revenue source for parks, tourist dollars. This RV park would be geared toward high end RV owners.
36. We should use business to help pay for these items-housing costs more than tax income received. A public Marina for Temporary "day" trips would be ok, but no permanent marinas-they block public access to waterfront. Improve the ferry terminal we have out there.
37. How would whatever we develop fit in with the development on other section of Alameda Point? (e.g. VA). Could we step back and consider something totally different? (e.g. national center for new energy reserve). Athletic center for both professional (new football and baseball facilities.). Plus training facilities for amateurs.
38. Car ferry here with parking. How about an airport and for a heli-part (for medical transport). 1. Ya know what I'd love? Some public art at the point. Community woseies, murals, etc. 2. Thank you for holding this forum. 3. More business and restaurant (retail and fewer residences and ho housing density). 4. Overall, how about a big mixed use extravaganza at the point-line/work, artist studio.
39. Sea plane lasoo musioms
40. A core museum celebrating early aviation, Jimmy Dolittle/townhero, Alameda's huge part in the war effort. Areas for cottage industries, light manufacturing. Building 3 would make a beautiful museum. NEQ would be a great live/work center. No mention of museum which is a major community benefit.
41. Provide sports facilities that are a regional draw and well as for local use where tournaments attract people to come the Alameda. Such facilities should provide income to the City as well as giving it a desirable identify.
42. Wetlands: Land buffer to protect the ferns (lete)
43. Keep ferry in current spot. Keep as many buildings as feasible. Find tenants for light industry uses. Keep O'Club. Senior housing recreation. Keep theatre. Nothing taller than three stories.
44. Reflect character, composition, of existing city, promote pedestrian use, mixed use, and mixed density.
45. Alternative Services
46. Give NW Territories to EBRP and share road infrastructure w/ VA to get to Park.
47. This was a great stab in the dark on having a community forum. It was very restrictive and splitting everyone up was strange. The audience was not reflective of the Alameda population so outreach for the meeting wasn't enough. I feel there needs to be more meetings without restrictions, the only way you're going to make everyone happy. Hire a real community forum expert to run a community meeting. The city of alameda will get better results that way. Hire the right person for the right job. Just collect peoples votes-dont try to come to definitive answers right now. Need more research.
48. Zero net power of total build. Balance of higher education, residential, and open space.
49. Envision this area to be a vibrant spot of Alameda, no only commercial or open spaces. We need a great mic residential with retail, walkable streets with coherence, and landscaping to be a model to the bay area self-sustainable, local vegetation, and native plants.
50. Envision this area to be a vibrant spot of Alameda, no only commercial or open spaces. We need a great mic residential with retail, walkable streets with coherence, and landscaping to be a model to the bay area self-sustainable, local vegetation, and native plants.
51. Walking bridge to Jack London Square would encourage people to come to Alameda and cut car use.
52. Save Olympic pool since neither west end nor Branch Library have parking
53. Looking at the picture makes it look like trees are not important except in areas A&D. Trees should be everywhere on the point. There is too much concrete out there. Rip up a lot of it and start building sea walls. Just because something exists does not mean it has to be filled.

Question 1 Continued:

54. We need to do whatever it takes to improve Alameda for the enjoyment of our friends and neighbors. Emphasize the need for more permanent full-time jobs as well as some part-time jobs. We need to make absolutely certain that we have a creative leadership in the city of Alameda leading the way that we the people know best so that we can help to keep this world in an continuum existance so that life in this city and on this planet can remain in existance so that life in the city and on this planet can remaion in existance with internally living with God's love, peace, and prosperity in the name of Jesus Christ. and of the father, and the son, and the Holy spirit. Merry Christmas to all a happy new year. (M.J.J.-Michael John Torrey)
55. Navy has not sampled under buildings, roads, and infrastructure. Re-orienting or demo may expose certain snation. Northwest territories usable as Park/Wildlife refuge, wetlands area. Too much contamination there and Tideland Trust. Seaplane lagoon is off transit corridor to ferries. There are buried large concrete objects and would require costly (?) buildings of site 35. NE corner most suitable for residences, but must reuse elevation for flooding. East of lagoon highly contaminated not suitable for residential. Contamination may go under seawall and the sheet piling and would be exposed by dredging.
56. Let the city be the project manager. Auction off lots and let people build their own homes according to a pre selected plan which the citizens have agreed upon. Let businesses build their own buildings and let merchants build their own stores etc. Let the whole thing grow sort of organically. Let Del Webb come in and make the housing for seniors.
57. "Tourism, can we make Alameda a destination; Not a new idea, but I would like to see the sustainable ideas proposed by SunCal on the table.; The right balance of adaptive reuse and new development. An integration that would not look disjointed.; I would be proud if the City and Community could settle on a vision and get it done."
58. To expand the educational uses I recommend the Naval Air Museum be incorporated in the Park system and located close to the Seaplane Lagoon.
59. More green space and recovered/natural areas than currently being contemplated!!
60. "1. Plan Residential blocks similar to Paru St. area. Single Family Lots up to 2condows. 3-plus condows above retail within one block of main commercial artery. Establish plan review guidelines similat to existing.; 2. Finance. Begin commercial/ planning first. Indicate lot areas for houses. Sell lots individually by phasing sections. No one buyer, nor architect can design more than one building in phase (encourage variety) for new single family sites on flat land in prox. to SF = \$300k. Individual pays for utility connection---- casg fir sales pays for infor. No single bldg entirely public HSG or Section 8---- Encourage distribution of public HSG w/10-year loans for construction."
61. Do not build new housing units. Reuse and adopt the BOQ and other existing buildings. A senior complex. Use as much land as possible for destination parks. Parks benefit everything out these.
62. Financial sustainability is a big issue. Neighborhoods should incorporate all income levels. Walkability in all neighborhoods. Small streets, narrow, historic. Multifamily on the waterfront with ground level mixed use "activate" the waterfront.
63. Newly constructed and rehabilitated buildings should be done at LEED standards. All new residences should include solar panel roofing.
64. "Just get it built!; While taking into consideration the historic elements are important, it must not tie the hands of future development. Alameda Point should be planned like a new community and attempting to design it to look historic will only make it look tacky. The City shouldn't shy away from modern and exciting architecture which can live side by side with the historic buildings.; Blind fealty to Measure A which limits density is not realistic in terms of the desire to preserve as much open space as possible. And the economics should be clearly laid out for the public, if it takes x number of houses to build one community benefit, that should be clearly expressed."
65. Alameda already has is fair share of apartments
66. "(1) It is potentially misleading to ask for opinions on development assuming there are no existing structures in the area at issue. For example, I may be pro housing but only in pre-existing buildings (and consistent with Proposition A).; (2) Also assumes only way to pay for amenities is with housing. Thanks."
67. "Mixture of uses is critical.; Increase buses as Express.; Look at conection under Estuary for Bart Station.; Use all traffic improvement strategies known to current traffic movement.; Consider building dorm facilities (or use the existing buildings) for sports teams using playing fields - Understand big source of \$\$\$\$ for other cities.; Ensure retail located throughout area near traffic nodes.; Make sure there are other amenities such as churches, post office, etc. - not just libraries."
68. Liked the idea of a Ferris Wheel in the NE territories that another groug came up with.

New Ideas

COMMENTS

Question 1 Continued:

69. Eliminate Master Developer concept. Negotiate purchase of land from the Navy and ask for government financing for 30 years. Enter into long term leases and reality options. Build a shopping complex in buildings #'s 5, 400 and 400 a.
70. "After the existing housing B used we do not need more.; Most of these choices are false as sea level rise will have much of the land under water within 50 years.; Increasing housing to pay for the benefit of open space and parks is a false choice. Much more of the land should be restored as wet lands.; Recreation (Bladium, sailing, kayaking, hiking, kiking, skating) and urban agriculture are our best options with sustainable energy."
71. Move Coast Gurad to Coast Guard Island to Alameda Point. This will make buildings an estuary crossing bridge (bike/ped or auto) much easier. And it will improve homeland security response times.
72. "Use hangers for: Library tool library, pinball machine collection, industrial arts (like crucible), bike park (like skate park), b&B/ hotel/spa, more distilleries/wineries, roller skating rink.; Use Waterfront access for: kite board/windsurf access, promenade/trail along centire coast."
73. City needs to be the developer. We need to keep the income from rents in the City.
74. Focus on reuse, not building housing. Jobs first. Use existing assets to generate revenue. Housing construction is not necessary at this time with so many units on the market at this time.
75. Connectivity within development to Alameda plus greater Bay Area. Formalize Bay Trail alignment(s). Multi benefit of parks as a drive to design. Transportation options. Connection to Bart.
76. "HISTORICAL DISTRICT: Maintain historic structures; Demo non-historic district buildings; Don't build new structures within district.; DEVELOPABLE AREA: Consider adaptive reuse where feasible; New construction acceptable."
77. Must improve access to Alameda with CALTRANS and Oakland. Build multiple transportation hub locations to increase opportunities for more concentration points (i.e, local store, bus stop, park).
78. "School district should take over theater for school functions and other events.; ""Alameda Eye"" huge ferris wheel like the 2000 one built in London."
79. Should not let developer get their hands on it.
80. Generate revenue not traffic. Increase quality of existing Alameda. Not make it bigger!
81. Use train tracks that go to Webster Street and did go down Clement to connect all of Alameda with small train - such as in San Jose and Sacramento. Train should also go to Fruitvale Bart and be added to Alameda Point.
82. Toxic plums beneath the soil are unacceptable. The Navy needs to clean these up, and be compelled to do so by the EPA. This needs to be thoroughly explored. It's an ethical and moral issue, regardless of the existing laws that allow this pollution.
83. "Apply green building and energy technologies throughout the development.; Develop a model community for multigenerational housing. Draw from existing models and bring state and nationwide attention to it.; Provide space for community gardens and/or a community farm.; Build a cultural center for creative activities, f.i. neighborhood dance hall accesible to all ages, small cafe theatre, artist studios... restaurants around a plaza...; Plan for Plazas for pedestrian gathering, use Mediterranean city planning as an inspiration.; Keep the major portion of waterfront for public use."
84. Alameda Point is prime real estate with million-dollar views. It should be made into high-end retail/restaurants, open spaces (parks, trails) and some commercial space, NOT low-income housing! Whatever is done should raise property values, not lower them, along with the quality of life that Alameda affords.
85. We need to keep the least terns safe. We need to consider which buildings are worth keeping and can be leased out to bring in revenue. We need open space for walking. We don't need another ferry terminal. We don't need a VA hospital with its additional traffic when there are other spaces available in the east bay which are easier to access. This is a special area in an imposing location and should not be squandered on short-term, unimaginative ideas. It's a jewel and should be treated as such.
86. The USS Hornet Museum should play a more prominent role in the historic preservation category. It is a priceless asset for the community and the larger Bay Area. It is a unique learning opportunity for school children and people of all ages to learn more about World War II and the important role that the Hornet (and naval aviation) played in the prosecution of the War in the Pacific.

New Ideas

COMMENTS

Question 1 Continued:

87. Not a new idea but keep whatever is done in line with the history of the point and the character of the town. Alameda is unique, let's keep it that way, PLEASE
88. I think that the work done on the Community Reuse Plan was excellent and we should go back and start from that point again, since many citizens gave several years of their lives developing it and it is a good plan.
89. "Since there is a thought in the US that the jobs aren't going to come back the way it has been...so, I wanted to suggest that since we have the college..we create from some of the buildings at the point into classrooms that can be used for teaching blue collar jobs...such as a culinary academy... mechanics for repairing ships, cars, airplanes, plumbers, electrician, cabinetry, training seeing eyed dogs, ..the list can go on and on. ; Also, if we established an extension here to Alameda College I would like to see housing for veterans so they could use this training as a way to reestablish their lives after service and homelessness or just to reenter.; Also, a clinic for vets."
90. Keep it mixed use, retain important historic buildings and atmosphere, bring in small businesses with low environmental impact, keep feeling of the old naval air station. Self sufficient neighborhood (grocery shopping, etc). No master cookie cutter plan like Suncal. It should feel like a neighborhood that has developed organically, the old fashioned way, with a combination of multi unit housing, apartment courts, corner stores, single homes, parks etc. Must keep the tunnels from becoming a traffic nightmare. Must keep the wineries, and antique fair, and Baladium!
91. This area is suitable for jobs. We are a "Green City." Does the Federal Government have an interest in setting up new "green" industries?
92. To create a truly special place the design should be people friendly and have beautiful vistas in every direction.this also means get rid of the ugly naval air base buildings---they will be eye sores and expensive.
93. "I would love to see a BIG VA Hospital on the Point. It just seems like a very patriotic and pragmatic way to keep the integrity of the point.; Also, I would LOVE LOVE LOVE if we could establish some kind of ""Green Technology"" park or incubator space on the Point. This is a very forward-reaching use of the space and will bring Jobs and Investment to the area. Also, having both maintained and non-maintained (but protected) natural spaces would really be great.; Thank you for taking my input."
94. "This is an area that should be developed slowly, with particular attention given to re-use of historic resources.; In most of Alameda, one can tell when it was built by its site planning and building design (decade specific design). It would be good to break that pattern and to set some design principles. It is particularly important to allow development to occur over time, not do a mega development. Start with the public/private use and preservation of historic resources, then move on to new development."
95. I really do think the Point should develop organically, over time, like the rest of Alameda. -I'm pretty sure places like St. George and Rockwall would not have been envisioned by a master planner, and I would like to see more creative adaptive reuse of structures along these lines. Additionally, I think the point is a tremendous opportunity to create an urban oasis for Bay flora and fauna (not just the Least Tern) I think the emphasis on saving habitat elsewhere sometimes leads people to forget that we have wildlife that needs saving right here. Please don't be a NIMBY when it comes to wildlife.
96. Lots of prior work has been done and current uses exist - I want to insure that we don't throw out our current assets to get to a supposed nirvana and I don't want PUDs I want people owning & keeping their own homes and paying taxes to support the community amenities. I want this to be a new neighborhood not the focal point of our city.
97. A new Marina should be a revenue generator, so we shouldn't have to increase housing units to pay for it...



ALAMEDA POINT 2010 COMMUNITY FORUMS

APPENDIX B. A RESIDENT'S CONCEPT
FOR THE NORTHWEST TERRITORIES

MARCH 2011

G O I N G F O R W A R D A T
A L A M E D A P O I N T
2 0 1 0

NORTHWEST TERRITORIES



PLANS AND ISSUES

SUBMITTED BY RICHARD BANGERT

ALAMEDA RESIDENT

NOVEMBER 17, 2010

Planning for the Northwest Territories

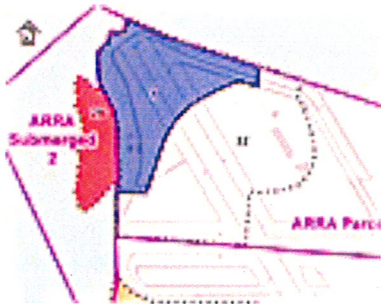
Background

The 1996 Community Reuse Plan called for parks and open space and recreation as the main uses for this area. Alameda Point Park (then called Point Alameda Park) was to be an 11-acre region-serving park at the tip.

One of the suggested recreational uses near the park was golf. The idea for a small, city-owned golf course soon turned into a grand plan for the entire Northwest Territories. A convention hotel on the proposed 220-acre golf course site was to be a major revenue generator, and the proceeds were to be earmarked to fund the 60-acre Sports Complex on the eastern edge of the Northwest Territories.

Despite high hopes for this project, it was eventually abandoned as economically unfeasible. The expected free, clean dredge spoils to contour the land never materialized. The final blow came when the Request For Proposals for a hotel operator produced no responses.

The property received little attention, other than for cleanup activities, from around 2004 through SunCal's three-year tenure that ended in 2010. SunCal mentioned the possibility for a solar farm, but the concept was never presented to Alameda's Public Utilities Board, nor were any feasibility studies ever carried out to determine price per kilowatt hour or production potential.



Blue area is 30-acre Site 1 which will have four-foot engineered soil cap installed by 2013, and is the area this document proposes for Alameda Point Park.



Looking north on western shoreline of Alameda Point.



Looking west across Northwest Territories with Bay Bridge in background.

Current and Future Plans

Environmental cleanup on the Northwest Territories has centered mainly on the old disposal site at the northwest tip. Originally, the disposal site remediation was to be handled as one project. However, radioactive hot spots were discovered on the eastern half of the site from disposal of old radium 226 used in aircraft dial operations. This led to the site being divided in two.

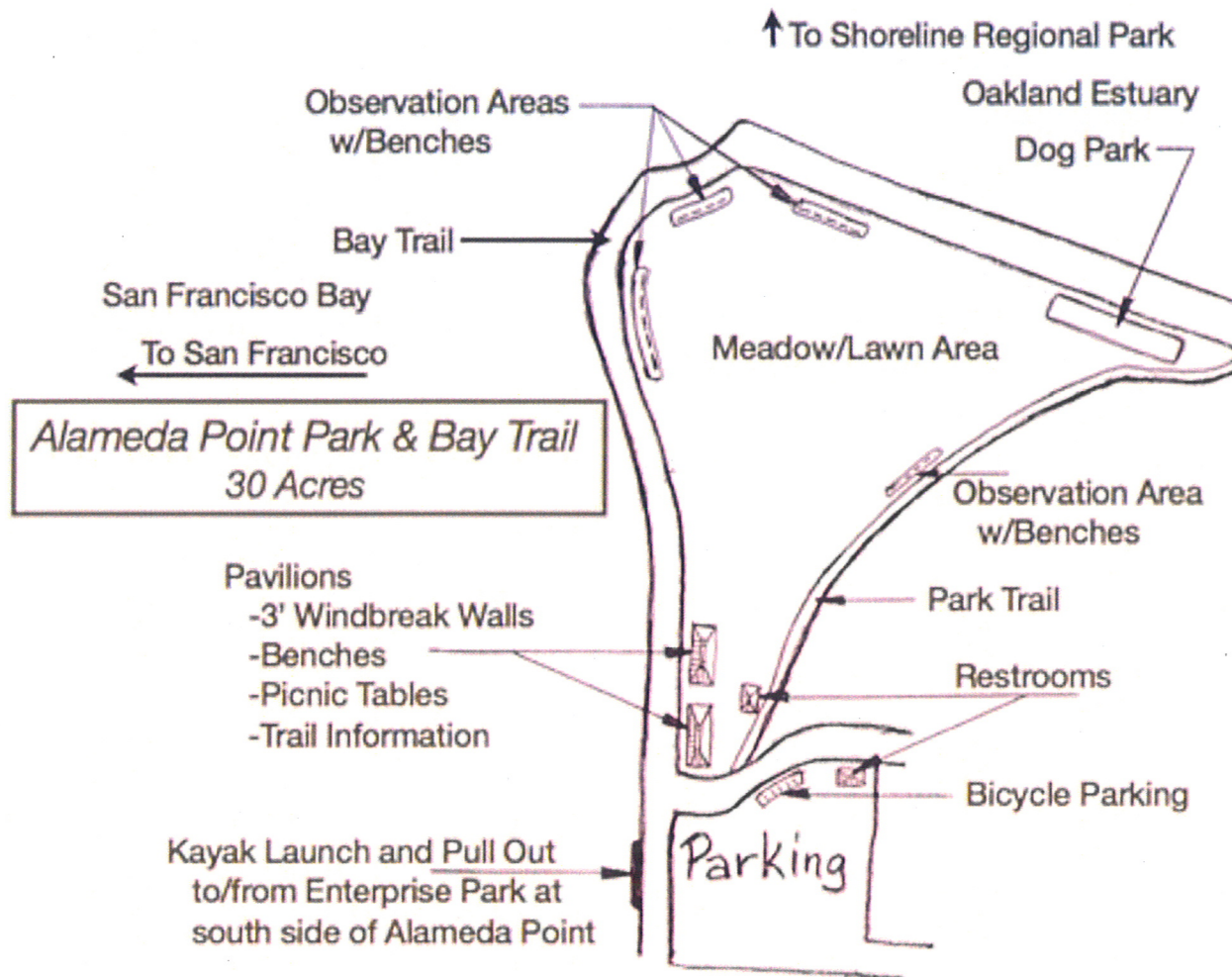
The 30-acre western half on the north and western shoreline, now known as Site 1, received its Record of Decision in December of 2009. The proposed remediation consisting of a four-foot engineered soil cap with a 100–200-foot riprap perimeter on the shoreline will begin in 2011 and be completed in 2013. The soil will be seeded with native grasses and the only allowable uses will be open space/recreational.

There is a high likelihood that the remaining eastern half of the disposal site with the radioactive contamination will also receive a soil cap rather than excavation and removal and replacement of soil.

The cleanup on the rest of the Northwest Territories is about finished.



Conceptual Plan for Northwest Territories - Submitted by Richard Bangert



*Conceptual Plan for Alameda Point Park at Northwest Tip of Alameda Point
Submitted by Richard Bangert*

Issues for Consideration in Planning

- 1) There are 18 acres that are officially recognized as **wetlands**. There are also several acres along the estuary recognized as tidal marsh.
- 2) The **paved taxiway** where the antique fair is held is the high elevation for this area. Benefits to maintaining this area as paved surface include:
 - a) Antique Fair brings in \$500,000 lease revenue to the city each year;
 - b) Other income-producing opportunities for the city or park district may exist;
 - c) Adjacent to property where VA facilities will be located;
 - d) Access road to VA will be on this taxiway area, but will only extend part of the way to western shore;

e) A continuous roadway to western shoreline on this area would be the logical route to the western shoreline, and it would allow for maximum public access to western shore and to a regional park.

3) The **lower-lying, unpaved areas** (some of which become seasonal wetlands) are so close to sea level that permanent structures would only be viable (given expected sea level rise) if soil were to be imported to raise the elevation.

4) The **Site 1 area**, when the soil cap is completed, will offer ***the only area on the western shore for regular public access and enjoyment in a park setting***. The area directly to the south will have restricted access when it becomes part of the VA/Wildlife Refuge property. No plans for a public park on this area, known as Site 2, have ever been entertained, and it is extremely unlikely that they ever will. The Bay Trail will be the only regular access to the southwestern shoreline.

5) The **East Bay Regional Park District** would be the ideal agency to have jurisdiction over a regional park at the tip of the Northwest Territories and also over adjacent wetlands and natural conservation habitat to the east. Measure WW has \$6.5 million for Alameda Point for parks, trails and restoration efforts. None of this money has yet been budgeted. In addition, there is a reserve fund in Measure WW of \$26 million for unanticipated future needs and opportunities. Potentially, some of that money could be leveraged to restore/develop wetlands and natural habitat.

6) Some of the existing wetlands lie in the Site 1 area. The Navy's remediation plan will cover up some of these acres, and they will have to come up with a plan to replace those lost wetland acres. Therefore, some of the money for wetlands development/restoration would come from the Navy, and now would be the time to start planning for a **coordinated wetlands plan**.



Shimada Friendship Park, Richmond.
Parking idea for western shore of
Alameda Point.
Bay Conservation and Development
Commission photo.



Tidal Staircase at
Lucretia M. Edwards Shoreline Park, Richmond.
Idea for western shoreline of Alameda Point.
Bay Conservation and Development photo.

For further information:

“Shoreline Spaces - Public Access Design Guidelines for the San Francisco Bay,”

Bay Conservation and Development Commission.

<http://www.bcdc.ca.gov/pdf/planning/PADG.pdf>

Wetlands Page

Bay Conservation and Development Commission

<http://www.yourwetlands.org/>

Public Trust Doctrine and Policies

California State Lands Commission

http://www.slc.ca.gov/Policy_Statements/Public_Trust_Home_Page.html



Photo set

Alameda Point - Northwest Territories

<http://www.flickr.com/photos/54212193@N05/sets/72157625290653653/>